VISION 2020

City of Santa Rosa General Plan

CITY OF
SANTA ROSA

City of Santa Rosa Department of Community Development

July 23, 1996

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Table of Contents

List of Figures

INTRODUCTION AND VISION

A. ROLE AND PURPOSE OF THE GENERAL PLAN

The General Plan is a comprehensive planning guide for Santa Rosa's future. It is a statement of goals and policies for the orderly development of the City and the conservation of its natural and cultural resources. The General Plan is a long range document which reflects the community's vision of the future.

The General Plan is the guide for all land use decision making in Santa Rosa. The City Council, Planning Commission and other City boards and commissions use the Plan when considering development projects and must find all land use proposals consistent with the Plan. City staff uses the Plan in administering and regulating development activity. Citizens, property owners, and investors use the Plan to determine the City's growth and development intentions. Additionally, the Capital Improvement Program, zoning and subdivision ordinances must comply with the General Plan.

Vision 2020 is based upon the goals and policies of its predecessor, Santa Rosa 2010, adopted on July 23, 1991. The purpose of Vision 2020: the Santa Rosa General Plan is to provide a rational framework for the community to balance complex decisions related to planning and development, provision of public services, and environmental protection. Santa Rosa's growth and development will be a function of the private sector's response to public planning, expenditures and regulation. Implementing the General Plan is dependent on following the policies of the Plan and allocating available fiscal resources for General Plan programs.

All cities and counties in California are required by law to have a General Plan. The Plan must contain the following seven elements: land use, housing, circulation, open space, conservation, noise, and safety. Optional elements are sometimes included if a jurisdiction finds additional topics are particularly relevant to the community.

B. CITIZEN PARTICIPATION IN THE PLAN

Public participation in preparation of the General Plan occurred through a series of public meetings. The purpose of the meetings was to receive citizen input in order that the General Plan be reflective of community issues.

Eleven meetings were held between August 31, 1995 and November 2, 1995. Five meetings were held in neighborhoods: the northwest, northeast, southwest, southeast, and Core Area. Six meetings addressed specific topics: land use, housing, growth management, urban boundary, parks and open space,

economic vitality, youth and family, transportation, public services and facilities, noise, and safety.

General Plan meetings were announced numerous ways in order to achieve maximum participation. Methods used to advertise the meetings include: a newspaper insert which was sent to 39,000 Press Democrat readers; mailed notices; press releases to print, television, and radio media; article in the City's Update, which reached 42,000 households via utility bill; a recorded telephone message; notices sent home with school children; and display of the notice on the overhead projector during breaks at City Council meetings. A television camera was focused on the notice during Council breaks.

Those attending the meetings commented on a full range of topics. Traffic was noted frequently as a concern, specifically speeding traffic along residential streets. Congestion was also a concern. The need for recreational opportunities, such as pools and sports fields was identified. Concern about youth and their future was expressed. Support for a strong Urban Boundary was also expressed. Subsequent to the adoption of this General Plan, a 20 year Urban Boundary measure was passed by Santa Rosa voters. Issues raised are addressed in this General Plan.

Citizen participation in planning decisions is equally important following adoption of the General Plan. People are encouraged to follow projects through the process of Planning Commission and City Council decisions. Implementation of the Plan is built on continued citizen involvement.

C. ORGANIZATION OF THE GENERAL PLAN

Vision 2020: the Santa Rosa General Plan contains the seven required elements, though some topics such as open space and conservation and noise and safety are combined into single chapters. The Plan also contains six optional elements: Growth Management, Urban Design, Public Services and Facilities, Historic Preservation, Youth and Family, and Community Vitality.

Each element contains a vision of Santa Rosa in 2020 related to the element topic. A summary of background information is included to clarify and define each element topic. Goals are expressed as an ideal future condition. Policies are specific statements which indicate how the goals will be achieved.

Some elements contain an appendix with maps or charts, which provide additional detail on the topic.

D. MONITORING AND UPDATING THE GENERAL PLAN

Every year, the Department of Community Development will evaluate achievement of General Plan goals and report to the Planning Commission and City Council on the status of the Plan and progress in its implementation. Every five years, the General Plan will be revised, with policies updated to reflect current conditions. In this way, the citizens of Santa Rosa and their representatives will be able to monitor the City's performance in reaching the community's long-range goals.

State law permits revision to the General Plan up to four times a year. Any citizen, whether a developer or concerned resident, can initiate such a revision through application to the Department of Community Development. The City of Santa Rosa can also initiate such revisions. Proposed amendments require advertised public hearings, which invite citizens to play a part in the planning process.

Planning is an ongoing process, and community organizations and individual citizens are urged to voice their opinions to the city staff, the Planning Commission and the City Council on all elements and policies of the General Plan. Public participation is welcomed in the preparation of the annual General Plan evaluation and in future General Plan updates.

A VISION OF SANTA ROSA IN 2020

In 2020, Santa Rosa is a medium sized city offering enviable quality of life. It has a vital, lively downtown, linked to surrounding neighborhoods and recreational areas by a network of bicycle and pedestrian paths. Santa Rosa's neighborhoods are safe and friendly, and its economy is varied and vibrant.

Santa Rosa in 2020 is a freestanding city, where:

- Downtown is economically strong, serving as the business, commercial, cultural, and civic focal point of the community and the entire County. More people live downtown, making it a dynamic center with activity all hours of the day.

- Transportation improvements continue. Roadways are built and improved with new development and the City's Capital Improvement Program expenditures. Emphasis is placed on lessening traffic and noise impacts to residential uses on arterial streets.

- Neighborhoods are pleasant, and residents feel safe. A sense of community exists, neighborhood interaction and pedestrian activity is high, and some services are available within walking distance of residences. Traffic speeding through neighborhoods is minimized. Provision of affordable housing is a continuing goal of the City.

- Open space areas are preserved around the City. Pathways follow waterways which are restored to a natural state.

- Recreational opportunities abound. A park facility or open space is within walking distance of most residences. Athletic fields have been developed. Swimmers enjoy a new aquatic facility.

- Activities for all age groups - children, teens, and seniors - are promoted.

- The City is livable, well designed, and maintained. Entries into the City along freeways and arterial streets welcome motorists to Santa Rosa and provide views to the surrounding hillsides. Trees, landscaping, and riparian habitat along waterways enhance the visual quality of the community.

- Businesses are drawn to the City because of the natural amenities and positive business climate. A wide range of employment options provide

job opportunities for Santa Rosans. More citizens work at home, and fewer commute outside Santa Rosa due to local job availability.

- Citizen and volunteer participation are extensive in governance and service provision.

- The City is built to minimize danger from natural hazards and buildings are designed to resist damage from earthquakes.

LAND USE ELEMENT

A. INTRODUCTION AND VISION

The Land Use Element provides: 1) an opportunity for a balanced community of residential, commercial, industrial, public facility and open space uses; 2) a framework for planning urban infrastructure (e.g., streets, sewers, water, utilities, etc.); 3) the basis for development regulations and procedures, such as zoning, subdivision, and design review; and 4) a guide for development within the established 20 year Urban Boundary. The Land Use Element also helps to implement other General Plan element policies, such as promoting land use planning which is less dependent on automobile travel, allowing higher density categories to encourage production of affordable housing and introducing mixed use planning as a viable alternative to single purpose land use designations.

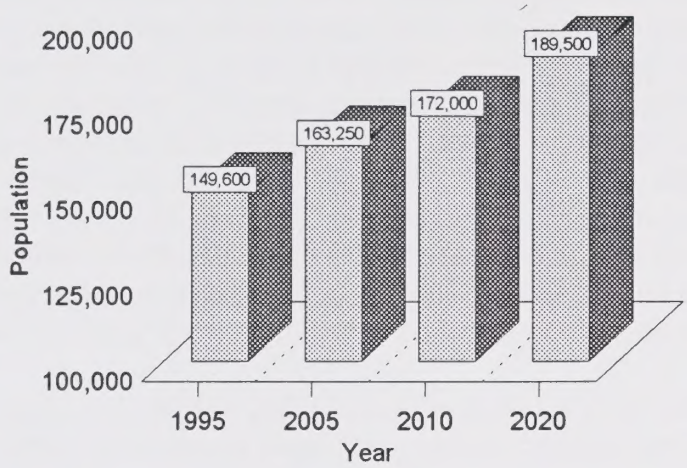
In 2020 Santa Rosa's image is that of a city with a vibrant, strong downtown with pleasant, varied neighborhoods and viable commercial centers outside the Core. Open space and rural residential uses surround the Urban Boundary. New neighborhoods are pedestrian oriented, and function as communities, with a park, school, and commercial uses nearby. Older neighborhoods are preserved.

B. BACKGROUND

EXISTING AND PROJECTED RESIDENTIAL DEVELOPMENT

In 1995, the Santa Rosa Urban Boundary contained 58,300 units and 149,600 persons. City center and infill policies concentrate development within the Urban Boundary and provide for amenities such as greenbelts and Community Separators. Santa Rosa is projected to continue growing and to become more diverse. A population of 201,000 can be accommodated within the Urban Boundary, given the amount of vacant, developable land available. This population will not be reached within the time frame of this General Plan. In 2020, Santa Rosa's population is projected to be 189,500 within the Urban Boundary.

General Plan Population Projections



Note: Figures for Urban Boundary area.

EXISTING AND PROJECTED COMMERCIAL GROWTH

According to a 1995 existing land use survey for the Santa Rosa Urban Boundary area, Santa Rosa has 22.3 million square feet of commercial floor area, including 4.9 million square feet of office, 10 million square feet of retail, and 7.4 million square feet of industrial/warehouse.

Vacant land available for commercial development will allow approximately 9.4 million square feet of additional commercial floor area, including 1.1 million square feet of office, 3.2 million square feet of retail, and 5.1 million square feet of industrial/business park/warehouse.

The Association of Bay Area Governments estimates Santa Rosa had 88,240 jobs within the Santa Rosa Sphere of Influence in 1995. ABAG projects 129,770 jobs for the Santa Rosa Sphere in 2015.

GENERAL PLAN LAND USE DIAGRAM

The General Plan Diagram offers a graphic depiction of land use policies and designates appropriate land uses. The Land Use Diagram accompanying this General Plan is not parcel specific. Land Use Diagrams prepared for the Southeast and Southwest Area Plans and the Core Area Development Plan are parcel specific. A parcel's land use designation is discernable by viewing the General Plan Diagram. Land uses designated outside the Urban Boundary

recognize land uses designated by the Sonoma County General Plan and are, for the most part, consistent with that Plan.

The area outside the Urban Boundary is called the Planning Area, an area in which Santa Rosa has no existing or future jurisdiction. County land use designations are recognized by the City in order that a belt of open space around the City, consisting of agricultural uses and very low density rural residences, can be maintained permanently.

Growth shall be contained within the ultimate Urban Boundary. Major changes to the Urban Boundary can only be made as part of the General Plan update process each 20 years or by a vote of Santa Rosa citizens. Changes of less than ten acres may be made by the City Council through amendment to the General Plan. The Boundary is parcel specific, and its exact location can be obtained by viewing the Parcel Specific Urban Boundary Graphic located at the Department of Community Development. This Graphic is adopted by reference as part of the General Plan Appendix.

RELATED PLANNING DOCUMENTS

The City of Santa Rosa has adopted area plans which are consistent with the General Plan and provide detailed information about the subject planning areas. The Core Area Development Plan (1991), and the Southwest and Southeast Area Plans (1994) contain land use diagrams and policies addressing these areas. The area plan land use diagrams establish the land use designations for these areas. For more detailed information on permitted uses, building intensities, design criteria, and transportation policies, these documents should be consulted.

Additionally, the City has prepared numerous neighborhood studies and corridor plans. These documents will continue to be utilized for policy guidance, but the General Plan Land Use Diagram depicts appropriate land uses. These documents are listed in the appendix at the end of this General Plan.

C. LAND USE CLASSIFICATIONS

The following is a list of the land use classifications used in this general plan. The classifications are utilized on the General Plan Diagram to designate the permitted uses within each area of the City of Santa Rosa.

In the list below, each of the classifications is accompanied by a brief definition.

RESIDENTIAL CLASSIFICATIONS

The definitions of residential classifications, below, are all stated in "gross acres". Gross acreage refers to the entire acreage of a site, before portions of the site have been "subtracted" for streets, parks or other public or quasi-public purposes.

The maximum density defined under each classification refers to typical residential sites. Density bonuses are allowed above the maximum density through use of the State's bonus program. Additionally, low density infill sites may develop at densities up to 15 units/acre. Maximum densities are usually applied on sites with few site or slope constraints. Residential development on steep slopes vary in density because of the special physical and environmental considerations associated with such sites.

The "assumed average densities" stated below are used to calculate the probable future housing count and population holding capacity within the Urban Boundary. Average population per acre is projected in the table titled Population Density and Building Intensity in the appendix to this element.

The following residential classifications do not necessarily equate to specific housing types (e.g., detached single-family, townhomes, apartments, etc.). Depending on project objectives, townhomes can be built in very low density configurations, and well-designed detached single-family homes can be created at medium densities.

Residential, Country. 5 to 20 acres per each residential unit, with no service by a public sewer system. The term "Country" is used to avoid confusion with the Rural Residential category in the Sonoma County General Plan, which includes densities as high as 1 unit per 1.5 acres. The Country Residential designation is applied only to areas outside the Urban Boundary. Assumed average density for Country Residential is 1 unit per 5 acres.

Residential, Very Low Density. 0.5 to 5 acres per unit (i.e., 0.2 to 2 units per acre). Assumed average density is 1 unit per acre.

Residential, Low Density. 2 to 8 units per acre. Assumed average density is 5 units per acre.

Residential, Medium Low Density. 8 to 13 units per acre. Assumed average density is 10 units per acre. This designation is applied only within the Southeast and Southwest Area Plan boundaries.

Residential, Medium Density. 8 to 18 units per acre. Assumed average density is 13 units per acre.

Residential, Medium High Density. 18 to 30 units per acre. Assumed average density is 24 units per acre.

Densities above 30 units per acre shall be considered in the Core Area, in or adjacent to community shopping centers, and along the rail corridor, where special circumstances prevail, including circumstances relating to: 1) site size and configuration; 2) location; and 3) access to public services and amenities, off-site and on-site. Development plans for such sites must exhibit how densities greater than 30 units per acre can be accommodated.

RETAIL AND SERVICE COMMERCIAL CLASSIFICATIONS

The retail and service classifications listed below are indicated by a single tone on the General Plan Diagram, in order to make the Diagram more readable. Neighborhood convenience shopping centers are not shown on the Diagram unless they are adjacent to other commercial uses.

Building intensities for retail, office, and general industrial/business park developments are described in the appendix of this Land Use Element, titled Population Density and Building Intensity.

Retail Business Service. This designation includes all types of stores and personal service establishments, offices, including large region-serving retail.

A regional center, which is a large complex of retail and service enterprises anchored by one or more full line department stores, and a destination center, which is a retail center anchored by discount or warehouse stores, are allowed in this designation. An example of a regional center is Coddingtown on Guerneville Road; an example of a destination center is Santa Rosa Marketplace on Santa Rosa Avenue.

Community Center. A complex of retail and service enterprises anchored by a supermarket and/or a super-drugstore, and serving a local clientele. Typical uses include restaurants and shops offering convenience goods. They are oriented to arterial streets. Examples of community centers in Santa Rosa include the Fulton Marketplace at Fulton and Guerneville Roads, and Saint Francis Center at Calistoga Road and Highway 12.

New community centers are planned: two in southwest, one in southeast, and one in northwest Santa Rosa. The location of the new centers is indicated on the General Plan Diagram and the Southwest and Southeast Area Plan Land Use Diagrams.

Neighborhood Center. A small complex of retail and service enterprises providing shopping and services to satisfy the day-to-day needs of local neighborhoods and workplaces. Typical neighborhood center uses include "mom and pop" food stores, restaurants, barber or beauty shops, cleaners, shoe repair, and shops offering convenience goods. Neighborhood centers are oriented to arterial or collector streets. Residential uses are encouraged as part of neighborhood centers. Examples of neighborhood centers include Westside Plaza at West Third Street and Dutton Avenue, and the Black Oak Plaza at West Third Street and Fulton Road.

OFFICE CLASSIFICATIONS

Office. Offices providing professional and business services that are not minor adjuncts to retail, industrial or residential uses.

BUSINESS PARK AND GENERAL INDUSTRIAL CLASSIFICATIONS

A business park is planned as a visually attractive, often campus-like setting for lighter manufacturing, distribution and research activities.

A general industrial area can accommodate a wider range of manufacturing, distribution and even research activities, including activities that create a less amenable living or working environment. General industrial areas and business parks are not always easily distinguishable from one another, however, depending on the nature of the enterprises and the quality of the development and maintenance.

Business Park. A planned employment center with no nuisances (such as noise, visual clutter, noxious emissions) for distribution and research. Retail and personal service uses are only allowed as necessary to serve the business park. Business Parks are visually attractive with street trees, landscaping and screened outside storage areas.

General Industrial. An area for manufacturing and distribution activities with potential for creating nuisances, along with accessory offices and retailing. Uses may generate truck traffic and operate 24 hours a day.

PUBLIC/INSTITUTIONAL FACILITIES CLASSIFICATIONS

Public/Institutional Facilities. An area or cluster of governmental or semi-public facilities, such as hospitals, utility facilities, government office centers, etc. Minor governmental offices located in a private building, places of religious assembly not occupying extensive land areas, and similar facilities are not shown on the General Plan Diagram. New facilities may be appropriate in any land use category based on need and subject to environmental review.

MIXED USE CLASSIFICATIONS

Mixed Use. An area containing a mix of residential and retail and/or office, integrated as a single development by features such as a common circulation system, shared parking, and linked pedestrian paths.

PARKS/RECREATION CLASSIFICATIONS

Parks/Recreation. An existing or proposed neighborhood, community or regional park or public or private golf course. Parks are designated with a symbol to show if the park is existing or proposed and if it is a neighborhood or community park.

HOMELESS CLASSIFICATIONS

Homeless Shelter. This designation is applied to sites with existing or proposed facilities for the homeless.

OPEN SPACE CLASSIFICATIONS

Open Space. Areas with special environmental conditions or significance, that are subject to wildfire or geologic hazards, or provide watershed or important wildlife or biotic habitat. Residential uses with a minimum parcel size of 40 acres are allowable within the Urban Boundary. The minimum parcel size, for areas outside the Urban Boundary, as established by the Sonoma County General Plan, is 20 to 200 acres.

AGRICULTURAL CLASSIFICATIONS

Agriculture. An area used for agricultural production and/or related processing and distribution, consistent with the policies of the Sonoma County General Plan. In most instances, residential development is limited to 1 unit per parcel of 10 or more acres.

D. GOALS AND POLICIES

RESIDENTIAL LAND USE

GOAL LUR1: Maintain a varied housing stock to satisfy a wide range of needs

POLICIES:

[LUR-1a] Provide a variety of housing types, including single family on small lots, apartments, condominiums, standard single family subdivisions, and mixed use projects, in order to satisfy the needs of all segments of Santa Rosa's population.

Create as much variety as possible in housing types, living environments, and the appearance of housing, both within neighborhoods and in the City as a whole.

[LUR-1b] Preserve the varied neighborhoods traditionally associated with Santa Rosa, and avoid the large areas of undifferentiated living environments and housing types that characterize many rapidly growing cities.

[LUR-1c] Allow densities above 30 units per acre in any land use category in the Core Area and along the Northwest Pacific Transit Corridor.

[LUR-1d] Allow Low Density sites of 3 acres or less to develop at densities up to 15 units per acre where infrastructure is sufficient to support the increased density and only when the project design is compatible with the surrounding neighborhood in terms of mass, setback, height, and landscaping.

[LUR-1e] Allow mixed use development in retail or office designations.

[LUR-1f] Require development at the midpoint of the density range or above in medium and medium-high density residential categories, with some exceptions, including where topography, parcel configuration, heritage trees, historic preservation or utility constraints make the midpoint impossible to achieve. In no case will development at less than the minimum density

prescribed by each residential land use category be allowed. Very low and low density sites are encouraged to develop at the midpoint or above.

[LUR-1g] Allow clustering of development when site constraints render portions of a property undevelopable. Where such density would conflict with zoning ordinance restrictions (setback, lot size), allow rezoning to an appropriate district to enable at least fifty percent (50 percent) of the site's maximum allowable density to be achieved.

[LUR-1h] Require developments on sites that are 30 acres or larger to integrate both low- and medium-density units.

Require such projects to incorporate a variety of housing types, building masses, varied but compatible designs, visually and functionally identifiable subareas within the project, as well as ample open spaces, and integration of open spaces with individual buildings and project subareas.

[LUR-1i] Encourage the development of housing for the elderly, particularly for those in need of assisted and skilled nursing care.

GOAL LUR2: Create cohesive new neighborhoods and preserve existing neighborhoods

POLICIES: [LUR-2a] Promote the development of neighborhood serving retail uses, such as markets, in developing neighborhoods.

[LUR-2b] Create neighborhoods which function as cohesive communities. Such neighborhoods should include a school, a park, and neighborhood shopping within walking distance.

[LUR-2c] Develop small lot subdivisions which are well designed, promote neighborhood interaction, and provide play area for children.

[LUR-2d] Avoid concentration of large community care facilities in any single neighborhood.

[LUR-2e] Protect the rural quality of Very Low Density areas within the Urban Boundary, utilizing the existing zoning ordinance and design criteria.

[LUR-2f] Promote conservation and rehabilitation of the existing housing stock.

[LUR-2g] Pursue the goal of meeting Santa Rosa's housing needs through increased densities when consistent with preservation of existing neighborhoods.

[LUR-2h] Preserve residential buildings, complexes, neighborhoods or other features of architectural or cultural significance in Santa Rosa.

[LUR-2i] Allow residential, retail or a mix of residential and retail on parcels within the Sebastopol Avenue/South A mixed use area.

[LUR-2j] Maintain the lower density character of the residential area west of Wright Road upon annexation to the City. Apply zoning which will disallow increased densities and further subdivision.

[LUR-2k] Require a detailed land use plan for the area generally east of Santa Rosa Avenue, north of Todd Road, and west of Petaluma Hill Road prior to any annexation. (The boundaries of this area are shown in the General Plan Appendix). The plan shall address specific land uses, including mobile homes, provision of services, circulation, parks and open space and shall include design guidelines.

The Southeast Area Plan shall be reviewed to ensure the continued viability and appropriateness of designated land uses in light of development to its southern border unanticipated at the time of its adoption. The Southeast Area Plan shall be amended as necessary. The impact of this development on the Core Area shall also be addressed.

Project proponents shall enter into a comprehensive development agreement which shall, at a minimum, address the financing of the Farmers Lane extension and the Todd sewer trunk.

No development shall be allowed in this area until the year 2010.

GOAL LUR3: Establish rational patterns of population densities, transportation and services

POLICIES:

[LUR-3a] Foster a compact rather than a scattered development pattern in order to discourage urban sprawl, reduce the cost of public services, and preserve open space around the City.

[LUR-3b] Ensure planning and development creates efficient and amenable relationships between residential uses (particularly higher density residential), transportation facilities, and public and private services, in order to promote pedestrian and bicycle access to community shopping and work destinations, discourage auto use and promote alternative transportation modes.

[LUR-3c] Encourage development of higher density housing near the Northwest Pacific Transit Corridor, in particular within one-quarter mile of potential stops along the corridor. Potential transit stops are illustrated in the Southwest Area Plan.

[LUR-3d] Encourage development of higher density housing in community and neighborhood shopping centers, in order to create village rather than suburban character and reduce vehicular travel, and, where possible, within walking distances of workplaces.

[LUR-3e] Annex unincorporated land adjacent to the City limits when the proposal is timely and the area can be served with City services. Ensure the lands proposed for annexation provide a rational expansion and do not pass over undeveloped areas.

GOAL LUR4: Protect Santa Rosa's landscape and natural resources

POLICIES: [LUR-4a] Avoid development on highly visible ridgelines and minimize alteration of the topography, drainage patterns and vegetation of land characterized by slopes of ten percent or more.

[LUR-4b] Ensure that all new structures abutting creek corridors are appropriately designed and oriented with respect to the creek and enhance its appearance. Promote design modifications in existing buildings to achieve the same result.

CORE AREA LAND USE

The Core Area Development Plan guides the growth and development of the Core Area. It should be consulted for further information. A majority of the following goals and policies are excerpted from the Plan and are primary to the Core Area Development Plan.

GOAL LUD1: Maintain the Core Area as the major regional office, financial, civic, and cultural center in the North Bay

POLICIES: [LUD-1a] Promote the Core Area as the center of the business, social, and civic life of Santa Rosa by directing high intensity office uses, government, and entertainment uses to locate downtown.

[LUD-1b] Ensure a healthy and viable mix of commercial, professional, cultural, entertainment, administrative and residential uses in the Core Area. The finite and limited space available within the Core Area make it necessary to ensure that no single function will predominate over the other diverse activities and uses.

[LUD-1c] Encourage construction and operation of the proposed conference center and hotel complex on the Grace Brothers' site. Ensure that Railroad Street functions as an aesthetically desirable linkage, connecting Santa Rosa Creek to Railroad Square through coordinated vegetation, street furniture, and signage.

[LUD-1d] Control the development of new theaters through the Conditional Use Permit process. If a theater is proposed outside the Core Area, consideration shall be given to the economic effect of the proposed theater on Core Area theaters.

[LUD-1e] Encourage the development of a performing arts center in the Core Area.

GOAL LUD2: Promote development of 300 residential units and services to support residential uses in the downtown

POLICIES: [LUD-2a] Encourage housing development in the Core Area by allowing residential uses in any land use category. Residential uses will increase the vitality of the area during evenings and weekends and encourage a greater variety of stores, restaurants and services.

[LUD-2b] Encourage, promote and assist the provision of new housing units in the Core Area as a whole, designed for occupancy by employees in downtown businesses, seniors and others reflecting a mix of income levels and housing types.

[LUD-2c] Preserve and protect the character of older established residential neighborhoods within the Core Area and promote the retention of existing housing units when possible, especially those located in structures of architectural or historic interest and significance.

GOAL LUD3: Restore and improve Santa Rosa Creek

POLICIES: [LUD-3a] Restore Santa Rosa Creek as a naturalistic environment for use as a valuable access and circulation function for bicyclists and pedestrians between Railroad Square and downtown.

GOAL LUD4: Reduce automobile travel in the Core Area

POLICIES: [LUD-4a] Promote greater use of public transit and TSM (transportation systems management) programs in order to decrease roadway congestion, make the Core Area more accessible and reduce the demand for additional parking facilities.

[LUD-4b] Strengthen the pedestrian linkages throughout the Core Area, particularly between and within Railroad Square and downtown.

RETAIL, OFFICE, BUSINESS PARK, AND INDUSTRIAL LAND USE

GOAL LUC1: Maintain profitable, convenient and attractive commercial services

POLICIES:

[LUC-1a] Provide a range of commercial services that are easily accessible and attractive, that satisfy the needs of people who live and work in Santa Rosa, and that attract a regional as well as local clientele.

[LUC-1b] Encourage region-serving, high volume retail outlets to locate near freeway access, to more easily capture a share of the regional market and also to minimize traffic on City streets. Do not allow region serving uses in residential neighborhoods.

[LUC-1c] Improve the Roseland Village community shopping center using Redevelopment powers and funding.

[LUC-1d] Encourage the location of neighborhood convenience centers, where they can be supported, including corner groceries, cleaners and similar establishments having less than 5,000 square feet total retail floor area, to serve neighborhoods.

Neighborhood centers should be designed for walking and bicycling customers and should be integrated with the neighborhood, and not intrusive. A neighborhood center should not create unacceptable traffic or nuisances for residents due to the hours and nature of its operation.

[LUC-1e] Encourage developers of residential projects to incorporate small neighborhood convenience centers of 5,000 square feet or less into the projects, where such incorporation can be demonstrated to be economically viable.

[LUC-1f] Ensure the viability of neighborhood serving commercial uses by not allowing community centers

along Santa Rosa Avenue until such time as a community center develops in the southeast as designated by the Southeast Area Plan.

[LUC-1g] Encourage upgrading of the area south of Todd Road to City of Santa Rosa standards until it is annexed to the City. New development along Santa Rosa Avenue and Highway 101 should not occur until the area is annexed to the City and it should be sensitive to residential uses to the east.

GOAL LUC2: Maintain the economic vitality of business parks, office, and industrial areas

POLICIES:

[LUC-2a] Maintain Santa Rosa's current jobs/housing balance of 1.26. As a regional employment and commercial center, as well as the seat of Sonoma County government, Santa Rosa can be expected to have more jobs than employed residents. Santa Rosa will continue to strive to maintain and improve its balance while maintaining its regional role.

[LUC-2b] Work with investors and developers in developing office uses in combination with residential uses at planned high intensity locations in the City, such as in the Core Area and adjacent to regional and community shopping centers.

[LUC-2c] Maintain space in business parks for distribution and research uses. Attract and keep a wide range of industries which serve local and regional needs and contribute to the community's economic vitality, and at the same time protect the local environment and quality of life. Avoid the intrusion of office uses which could diminish the economic vitality of business parks.

[LUC-2d] Focus office development in and near the Core Area.

[LUC-2e] Disallow development of helipads as part of commercial, office, business park or industrial development for noise and safety reasons.

[LUC-2f] Require a detailed land use plan for the area south of Todd Road and west of Highway 101 prior to any annexation or provision of services. The plan shall consider development of a rail stop in this area, provision of services, appropriate mix of land uses, and open space provision. This city entry for both rail and motor vehicles is sensitive and requires design guidelines. Amend the General Plan upon completion of this plan to reflect the results.

OPEN SPACE AND AGRICULTURE

GOAL LUS1: Conserve Santa Rosa's open spaces and surrounding agricultural lands

POLICIES:

[LUS-1a] Ensure conservation of the City's open spaces and significant natural features in those open spaces (e.g., ridges, creek corridors, habitats, etc.) when evaluating private or public development projects or improvements.

[LUS-1b] Encourage preservation of open space Community Separators between Santa Rosa and neighboring communities. Community Separators are shown in Figure 8.

[LUS-1c] Coordinate with public and private entities to link open spaces with a network of paths and trails, including Sonoma County Water Agency access roads and the Bay Area Ridge Trail.

[LUS-1d] Support protection of productive and potentially productive agricultural lands in the Planning Area outside the Urban Boundary as a community resource.

PROACTIVE PLANNING

GOAL LUP1: Promote planning as a positive, cooperative community function

POLICIES:

[LUP-1a] Promote and participate in cooperative planning efforts with Sonoma County and its cities, especially

related to County wide issues such as transportation, waste management, and affordable housing.

[LUP-1b] Enter into an agreement with Sonoma County to coordinate and guide the development of unincorporated land surrounding the City of Santa Rosa and to discourage urban uses outside the Santa Rosa Urban Boundary.

[LUP-1c] Review the General Plan annually and assess the achievement of its goals.

[LUP-1d] Involve Santa Rosa citizens in the planning process by holding annual meetings in each quadrant to identify important neighborhood issues and scheduling meetings to notify residents when development projects are proposed in their neighborhoods.

Note: Flooding is addressed in the Noise and Safety Element.

LAND USE ELEMENT

APPENDIX

Population Density and Building Intensity

Residential[1]

	Average Units Per Gross Acre	Average Population Per Gross Acre
Very Low Density	1	2.5
Low Density	5	12.5
Medium Low Density	10	25.0
Medium Density	13	32.5
Medium High Density	24	60.0

Non-Residential[2]

	Square Foot Per Acre	Employees Per Acre
Retail	9,630	28
Office	13,580	45
General Industrial/Business Park	14,680	21

[1] Excludes density bonuses granted for inclusion of affordable housing.
[2] Source: Sonoma County Projections Study, July 1995.

URBAN DESIGN ELEMENT

A. INTRODUCTION AND VISION

The purpose of the Urban Design Element is to positively affect the way Santa Rosa will look in the future. Urban design encompasses all of the physical elements which make up the City and its natural setting. It is the visual quality of the entire City as well as development patterns and individual projects in specific areas.

Urban design will ensure Santa Rosa remains attractive and maintains a "sense of place" that is unique to Santa Rosa. By working in conjunction with market forces and thousands of individual development decisions, urban design will affect the appearance of the City's streets and skyline, the architectural character of neighborhoods, and the visual and recreational enjoyment of such natural resources as hillsides and creeks. Urban design also includes the design and appearance of the City's street network, what people sense when they enter the City and what they experience as they drive throughout the City. Preservation of significant wildlife habitat, biotic resources, geologic and geographic features is also a function of urban design.

In Santa Rosa, the Design Review Board is responsible for review and approval of the design of public and private development proposals. The Board, established in 1973, uses the Design Review Guidelines in its work. The Guidelines provide detailed criteria for the design of commercial and residential areas in Santa Rosa and should be consulted prior to project design.

In 2020, Santa Rosa is a relatively compact city, contained within a voter approved, defined Urban Boundary. It has a pleasant, people-scale downtown, which offers views to the nearby hillsides. Its form and appearance are defined through the City's role as County seat, with governmental buildings and related functions. Santa Rosa's neighborhoods are safe, friendly and attractive. Commercial areas are conveniently located to residential areas, and they are visually pleasing and pedestrian oriented.

B. BACKGROUND

COMMUNITY DESIGN

The visual form of a city is comprised of the natural and man-made components which can be seen. When visual elements are strong, they give a city a distinct identity. Santa Rosa's geographic identity is that of a city set in a valley partly surrounded by hills, which create distinct edges.

Santa Rosa's image is composed of a vibrant downtown, distinctive neighborhoods, architecturally and historically significant districts, tree lined streets, major arterials, malls and commercial districts, open spaces, and a mostly suburban development pattern. The City's image also includes the way the City looks as drivers approach Santa Rosa from various entry points.

Entry areas are subject to special design criteria including setbacks, urban landscaping, and signage. Community Separators outside the City's Urban Boundary serve to identify entry points. For example, the Community Separator south of the City should give way to a major entry into Santa Rosa from the south along Highway 101. Landscape medians should be developed on major arterials to enhance appearance and for vehicular safety. Santa Rosa Avenue, Guerneville Road, Fulton Road, Stony Point Road, West Third Street, Farmers Lane, Fountaingrove Parkway and Corporate Center Parkway should have landscaped medians.

Focal points serve as landmarks or important places in the community. The entry areas are the first focal points for persons entering the City and the City's Entry Policy (found in the City Council Policy Manual) should be implemented as development occurs at these areas. Downtown is a major community focal point and should remain so. The major retail and office development, along with highrise structures and public buildings, should continue to be located in the downtown area to maintain its vitality and its image as the community's focal point.

Design of new construction or remodeling should integrate with existing development to maintain a cohesive district in the downtown. Pedestrian activity and scale must be emphasized while the automobile and its activity is deemphasized. The Core Area Development Plan and its goals and policies should be followed to strengthen the prominence of downtown.

Santa Rosa has many varied, well designed neighborhoods. New residential development should be human-scale and compatible with surrounding uses in terms of bulk, height, and mass. Design of small lot subdivisions and higher density projects is critical to their livability and attractiveness. Open space and play space for children are important considerations in these types of residential developments.

The Ahwahnee Principles, which address community design, are listed in an appendix to this General Plan to promote diverse, well planned communities.

STREET AND HIGHWAY DESIGN

Roadways comprise an important element of the City's visual form. People view the City primarily from the transportation network. The number of lanes, spatial configuration, landscaping, and lighting all impart a meaning to the user of the street. They help define its purpose and convey whether the street is a major arterial or a local street.

Streets in Santa Rosa should be in scale with their intended use. Trees should be planted along all streets using the City's street tree planting guide. Planted medians also provide urban landscape and street definition as well as providing safety and attractive streetscapes.

OPEN SPACE/CREEKS/HILLSIDE DESIGN

Much of Santa Rosa's character results from the tree covered hillsides around the City. A network of creeks also contributes to the natural setting and form of Santa Rosa.

Preservation of hillsides and ridgelines and revitialization of creek areas are continuing City goals. Bicycle, pedestrian, and equestrian trails should be developed along creek areas as revitalization occurs.

C. GOALS AND POLICIES

COMMUNITY DESIGN

GOAL UD1: Promote Santa Rosa's image as a distinct, self-contained City within voter approved Urban Boundaries, which is the activity center of Sonoma County

POLICIES:

[UD-1a] Ensure the termination of urban development at the Urban Boundary.

[UD-1b] Support the preservation of Community Separators as designated by the Sonoma County General Plan. Support the Sonoma County Agricultural Preservation and Open Space District efforts to acquire Community Separators and other open space areas around the Santa Rosa Urban Boundary.

[UD-1c] Promote the downtown Core Area as the commercial, office, and entertainment center for the region. Retain

and strengthen Old Courthouse Square as the major downtown focal point and gathering place.

[UD-1d] Strengthen and emphasize community focal points and visual landmarks using design concepts and standards applied through the zoning ordinance, design review, Core Area Development Plan and City Entry Policy to increase the visual impact of these features.

[UD-1e] Implement the City Entry Policy to provide visual entries to Santa Rosa along specified arterial streets and highways through the use of landscaping and architectural design.

[UD-1f] Provide a continuous, wide landscaped setback along the west side of Fulton Road, and at the north and south entries of Highway 101 and Bennett Valley Road. The greenway adjacent to the large lot subdivision on Fulton Road north of Highway 12 near Hall Road is an example, integrating a landscaped setback, a bicycle path and a visual and sound buffer from automobile traffic.

[UD-1g] Provide for landscape medians to be developed on arterial streets including Guerneville Road, Stony Point Road, Northpoint Parkway, Sebastopol Road, Santa Rosa Avenue, Farmers Lane and Fountaingrove Parkway.

[UD-1h] Screen development along Highway 101 south of Hearn Avenue with heavy landscape treatments, allowing only glimpses or short breaks to points of interest. Allow larger gaps or openings along Highway 101 north of Hearn to announce and denote the center of the City.

[UD-1i] Discourage visual clutter along highways and arterial streets such as that created by a proliferation of signs, billboards, banners and eccentrically designed or garishly painted buildings.

[UD-1j] Encourage the expedient removal of graffiti from fences, signs, and buildings.

[UD-1k] Continue the City's program of utility undergrounding.

GOAL UD2: Assure that residential neighborhoods are safe, human-scale and livable

POLICIES:

[UD-2a] Encourage the establishment of a sense of place in the development of new large-scale residential projects. Large-scale neighborhood developments should be designed around a defined center, such as a park, retail or community center, or other central focus.

[UD-2b] Promote neighborhoods with definable edges conveniently located within walking distance of a park, school, shopping or transit stop.

[UD-2c] Encourage creative subdivision design solutions which avoid walling off neighborhoods abutting arterial streets with long monotonous stretches of fencing or walls.

[UD-2d] Assure that new residential streets are designed to be in scale with their intended purpose.

[UD-2e] Encourage the rehabilitation of older structures in neighborhoods to preserve the City's history and to allow for diversity of architectural styles.

[UD-2f] Ensure that the relationship between development and transportation facilities is amenable by locating higher density residential uses adjacent to shopping and transit facilities and linking these areas with bicycle and pedestrian ways.

[UD-2g] Promote personal safety in project design, particularly in multifamily development, by locating windows and access points to allow for views of common areas, locating children's play space within view of the nearest units, and discouraging designs with unutilized open space.

CORE AREA DESIGN

GOAL UD3: Preserve a vital and attractive downtown

POLICIES:

[UD-3a] Support and assist the revitalization of commercial uses in the Core Area.

[UD-3b] Encourage, promote and assist in the development of new housing units in the Core Area which meet a mix of income levels and housing types, including integrating housing into existing buildings as mixed use.

[UD-3c] Assure that downtown maintains a healthy mix of governmental, office, financial, retail and housing uses.

[UD-3d] Promote visual amenities at the street level in Core Area development through the use of trees, landscaping, public art and attractive building designs which are pedestrian friendly.

[UD-3e] Strengthen and enhance pedestrian linkages in the Core Area, particularly the Fourth Street link between Old Courthouse Square and Railroad Square.

[UD-3f] Restore Santa Rosa Creek as a linear park for cyclists and pedestrians. Promote orientation of buildings to the creek to enhance the pedestrian activity.

STREET AND HIGHWAY DESIGN

GOAL UD4: Ensure that the City's streets are attractive and safe

POLICIES:

[UD-4a] Utilize the Design Review Guidelines, Subdivision Guidelines and Master Street Tree Planting Plan to design, maintain and enhance the City's streets and circulation system.

[UD-4b] Develop landscape medians on arterial streets.

[UD-4c] Discourage visual monotony along arterial streets created by residential back-on treatments which utilize

continuous fencing and/or walls with little landscaping.

[UD-4d] Provide street trees to enhance the City's livability and beauty and to provide identity to neighborhoods and districts. Street trees should relate to scale, function and visual importance of the street.

[UD-4e] Utilize the South Santa Rosa Avenue Specific Plan for new development along Santa Rosa Avenue. Enhance the streetscape design and visual image of the area to promote an attractive City entry to Santa Rosa.

[UD-4f] Provide street lighting in neighborhoods which is attractive, and functional, and provides for vehicular and pedestrian safety.

OPEN SPACE/CREEKS/HILLSIDE DESIGN

GOAL UD5: Maintain a network of open space which visually preserves and enhances Santa Rosa's significant visual and natural resources

POLICIES:

[UD-5a] Provide a system of recreational trails throughout the Urban Boundary area, including the use of trails along creeks wherever possible.

[UD-5b] Link open spaces where possible through a system of landscaped streets, bikeways and hiking trails.

[UD-5c] Ensure hillside development is designed to be sensitive to existing terrain and other significant natural landforms or features, and is screened by trees when exposed to views from the valley floor.

[UD-5d] Protect Santa Rosa's scenic character, including its natural waterways, hillsides and distinctive districts. New developments should be skillfully designed to incorporate these natural and man-made assets to enhance Santa Rosa's image and character.

[UD-5e] Restore creek environments to a natural condition.

[UD-5f] Encourage development of bicycle, pedestrian or equestrian trails along waterways whenever possible.

[UD-5g] Design streets and trails to purposefully bring the public into direct contact with the creek whenever possible. Place streets adjacent to creeks to allow for public access and safety.

[UD-5h] Maintain ridgelines and view corridors to natural landmarks such as Taylor Mountain and Bennett Mountain.

[UD-5i] Revitalize and enhance creeks by ensuring development adjacent to creeks is sensitive and responsive to the creek environment. The design shall provide access to the creek and incorporate it into the overall site design. Revegetation using appropriate plant materials and trees, provision of visual and recreational opportunities, and creation of bicycle and pedestrian pathways are encouraged.

HOUSING ELEMENT

A. INTRODUCTION AND VISION

The purpose of the Housing Element is to provide the data and policies that will assist Santa Rosa in reaching the goal of safe, habitable and affordable housing for all of its citizens. Housing production and affordability are affected by many factors outside the control or influence of local government, including federal and state policies, the health of the economy, and the distribution of income. Nevertheless, the City of Santa Rosa and the community will continue and intensify the effort to make habitable and affordable housing available to all Santa Rosans.

In 2020 existing affordable units are preserved and more affordable housing units have been developed. Non-profit housing providers and the City collaborate to provide affordable housing opportunities for lower income households. Housing is available for those with special needs, including elderly and disabled persons, single parents, the homeless, and farmworkers. Affordable and special needs housing units are dispersed throughout the community.

B. BACKGROUND

The Housing Element is unique from other General Plan elements in that it is more detailed. This is due to the requirements of the State of California.

The Housing Element policies are intertwined and consistent with that of the Land Use, Growth Management, Transportation and Circulation, and Public Services and Facilities Elements. Residential land use designations are included in the Land Use Element and help carry out land use policies. Growth Management policies promote provision of affordable housing. Public Services and Facilities policies ensure parks and services for residential neighborhoods. Transportation and Circulation policies establish a transportation system to accommodate residential development and increased densities.

Public participation in preparation of the General Plan, including the Housing Element, occurred through a series of public meetings. The meetings were announced through a flyer sent to 39,000 residences via the local newspaper, the Press Democrat. The same flyer was sent home with thousands of Santa Rosa school children.

The Housing Element puts forth a five year program for the production of new housing and the conservation of existing housing. The Departments of Housing and Redevelopment and Community Development will have principal

responsibility for carrying out housing program goals and monitoring achievement of its goals.

As much current data as possible was generated for this element, but, where necessary, data was taken from the 1990 U.S. Census.

The City of Santa Rosa believes that this Housing Element will meet the housing needs of the community. The City recognizes that the State Department of Housing and Community Development may not agree and thus, may not certify this element as consistent with the State Housing Law. The City does not believe that certification of the Housing Element should be the primary goal of the General Plan, but has every intention to work toward providing housing opportunities for all income levels in Santa Rosa.

C. EXISTING AND PROJECTED POPULATION CHARACTERISTICS

EXISTING AND PROJECTED POPULATION AND HOUSEHOLDS

The January 1, 1995 population within the City limits was estimated to be 128,255 by the State of California Department of Finance. The population within the Urban Boundary is estimated at 149,600 by the Santa Rosa Department of Community Development. The Urban Boundary population is anticipated to grow to 172,000 by 2010 and 189,500 in 2020.

The average number of persons per unit is projected at approximately 2.5 for the planning period. This is a slight increase from the 1991 General Plan. The increase reflects a regional and state trend of increasing fertility rates.

General Plan Population and Dwelling Units Projections

	1995	2005	2010	2020
Units	58,300	65,300	68,800	75,800
Population	149,600	163,250	172,000	189,500

Note:
1. Figures are for Urban Boundary area.
2. Figures assume addition of 700 units annually and approximately 2.5 persons per unit during the planning period.
3. Figures do not include factors for unit vacancy or group quarters.

Source: Santa Rosa Department of Community Development, Sonoma County Department of Permit and Resource Management.

EXISTING AND PROJECTED EMPLOYMENT CHARACTERISTICS

In 1990, Santa Rosa had an estimated 84,240 jobs within its Urban Boundary, according to the Association of Bay Area Governments. This represents an increase of about 30,000 jobs since 1980. Approximately 64,700 people residing in the Urban Boundary were employed in 1995, with about one-third of those commuting outside the City for work everyday, of which about 6 percent worked outside Sonoma County.

ABAG projects 129,770 jobs in the Urban Boundary area in 2015. The trend of employment growth in jobs related to manufacturing/wholesale, retail and services sector is expected to continue.

GENERAL INCOME CHARACTERISTICS

Four household income categories are used for the housing affordability analysis: Very Low Income (50 percent of median income or less), Low Income (51 percent to 80 percent of median income), Moderate Income (81 percent to 120 percent of median income), and Above Moderate Income (more than 120 percent of median income).

The 1995 median annual income for Sonoma County was estimated to be $49,200 for a family of four. The following is an approximate 1995 income profile of Santa Rosa's households of all sizes.

Santa Rosa Households by Income Category

Category	Percent of Median	Income Ceiling	Percent of Households	Households
Very Low Income	50 or less	$24,600	27	13,540
Low Income	51 to 80	$39,350	22	11,000
Moderate Income	81 to 120	$49,200	21	10,530
Above Moderate Income	Over 120	$59,050	30	15,050

The above profile utilizes the 1990 Census ratio of households by income category, extrapolated to 1995, and should be taken as a general picture, not as a precise description.

D. EXISTING HOUSING STOCK AND NEEDS

NUMBERS AND CHARACTERISTICS

According to the California Department of Finance, Santa Rosa had a total of 52,093 housing units, with a ratio of approximately two single-family homes for every multiple family home, in January 1995. There were 34,917 single-family homes, 14,640 multiple family homes, and 2,536 mobile homes.

Since 1990, a majority (79 percent) of units built have been single family. Most multi-family construction in Santa Rosa in the last decade occurred in 1985 and 1986.

Although the City has many 19th century homes and older neighborhoods, the housing stock as a whole is relatively new. Approximately 77 percent has been built since 1960, and about 93 percent since 1940.

VACANCY RATES

The Federal Home Loan Bank of San Francisco conducted a housing vacancy survey in Santa Rosa in Fall 1995. The overall vacancy factor was 3.2 percent. The factor for new single-family attached housing was 5 percent, and it was 2.4 percent for single family detached units. For multiple family units the vacancy rate was 4.8 percent.

CONDITION OF HOUSING

The 1990 Census indicates that 450 owner-occupied units and 674 rental units were substandard and in need of rehabilitation. In addition, 79 owner-occupied units and 135 rental units were in need of replacement. The combined numbers of substandard units in need of rehabilitation or replacement comprise approximately 3 percent of the total housing stock in Santa Rosa. Overall, this reflects a slight increase (.3 percent) of substandard units from the 1980 Census.

OVERPAYMENT AND OVERCROWDING

According to HUD, a low or very low income household which pays more than 30 percent of its income for housing is "overpaying" for that housing. The 1990 Census estimates that 3,095 very low and low income households which own their units are overpaying. It is estimated that 9,135 very low and low income renter households are overpaying for their units.

Overcrowded units are those with more than 1.01 persons per room. 1990 Census data estimates that 1,960 (4 percent) units in Santa Rosa are overcrowded. Renters occupy 1,582 of the overcrowded units and 378 are owner-occupied.

COSTS

In December 1995, the median home purchase prices in the five major areas of the City were $245,500 in the Northeast, $162,950 in the Northwest, $185,000 in the Southeast, $121,600 in the Southwest, and $224,500 in Oakmont. The average home price in Santa Rosa is $187,900.

The most recent available rent survey was conducted in December 1995 by the Santa Rosa Department of Housing and Redevelopment, based on newspaper classified advertisements. The average rents were 1BR-$525, 2BR-$650, 3BR-$925, and 4BR-$1,100. This represents a change from a similar 1989 survey of 2 percent, -4.2 percent, 1.3 percent, and 6 percent, respectively.

PERSONS AND HOUSEHOLDS WITH SPECIAL HOUSING NEEDS

1. Elderly

   1990 Census data shows 22,773, or 20 percent of the Santa Rosa population to be aged 62 or older. Approximately 6,500 senior heads of households were of low or very low incomes in 1990. The census estimates that 74% of units occupied by elderly persons are owner occupied and 26% are renter occupied.

   Senior citizens are identified as a population in need of special housing because of physical constraints as well as limited income. However, it is not known what percentage of the population over 62 needs these special considerations, which may include: a) proximity to retail, cultural and medical services; b) specially designed household features; c) lower housing costs; and d) easier maintenance.

   Affordable housing available to the elderly in Santa Rosa include 468 units in ten HUD assisted complexes and 50 in a state assisted complex. Additionally, a majority of mobile homes, which are often affordable, are occupied by seniors. Of the 26 households which receive rent subsidies under the Santa Rosa Mobile Home Rent Deferral Program, 25 are senior.

2. Disabled Persons

There is no comprehensive accounting of disabled people in Sonoma County or Santa Rosa. In 1995, there were 7,500 persons receiving Social Security Disability Income in Sonoma County. The 1990 Census reports there were 10,725 people over 16 years of age in Santa Rosa with a work disability. Disabled persons often need or desire the special housing features listed above, under Elderly and many qualify to occupy assisted housing available to elderly persons.

The North Bay Regional Center and Community Resources for Independence provide housing referrals for disabled persons. Face to Face operates supportive housing and rental assistance for clients with HIV or AIDS. The Community Support Network operates facilities for the recovering mentally ill, and has 72 beds in a number of facilities in Santa Rosa. Additionally, a number of care facilities for disabled persons are operating in Santa Rosa's residential neighborhoods.

The Grosman Apartment complex, which was assisted financially by the City, is a 13 unit development serving the physically disabled. The physically disabled may also receive grant assistance through the Santa Rosa Housing Authority's pilot Housing Access Modification Program, which funds accessibility modifications to low income tenants.

3. Large Families

Large families (i.e., five persons or more) comprise 8.8 percent of the population of Santa Rosa. On this basis, approximately 4,051 households contain large families. About half of large families own their units and half rent.

The 1990 Census reports that there are 5,190 units in Santa Rosa with four or more bedrooms, making up about 20 percent of the owner occupied housing stock. Some of these units may be affordable to lower income households.

The Housing Authority has assisted in the development of affordable rental units for large families in Redwood Park and Gray's Meadows Apartments. The Section 8 Rental Assistance Program also helps large very low income families pay their rent.

4. Farmworkers

The California Human Development Corporation estimates that farmworker families in Santa Rosa consist of 455 people.

No known farmworker housing exists in Santa Rosa. Since most farmworkers have low incomes, they have difficulty finding a home or apartment to rent.

5. Female Heads of Household

The 1990 Census showed that in Santa Rosa there were 3,029 "single mother" households in which the female householder was living with children under 18 with no husband. Of these families, 764 (or 34 percent) were living below the poverty level and 2,265 above the poverty level. By contrast, there were 1,004 "single father" households (male householders with children under 18 and no wife) of which 90 (or 10 percent) were living below and 914 above the poverty level.

Single parent families face the same limited stock of affordable housing as other families, but often with lower incomes. One special provision for such families is the limited number of homeless shelters in the area geared towards women and children. Operators of such shelters have expressed an interest in building more transitional and long-term housing for single mothers. The Section 8 Rental Assistance Program and affordable rental units in complexes assisted by Affordable Housing Development Assistance Program loans are also available. Additionally, it is anticipated that the DeMeo Trust will direct substantial funds to assist in this effort.

6. Homeless

The very nature of homelessness makes it difficult to count persons with no permanent shelter. The U.S. Department of Housing and Urban Development estimates there were 673 homeless persons in Santa Rosa in 1995. Of these, it was estimated 144 are unsheltered, including those living with friends or relatives, sleeping on the streets, in cars, or under bridges. The estimate of the number of homeless persons does not include individuals or families who may be living in inadequate housing or under crowded conditions.

According to the City of Santa Rosa's Consolidated Plan (1995), there are 470 year round beds for homeless individuals and families in Santa Rosa.

Additionally, 120 beds are available at the National Guard Armory during the winter months, for a total of 590 beds during part of the year.

Comparing the estimated number of homeless persons in Santa Rosa to the number of beds, there is a remaining need of 83 beds during winter months when the Armory is open, and 203 the rest of the year.

The Santa Rosa Housing Authority has provided $2.7 million since 1987 to service organizations providing homeless services. The City has also set aside $2.6 million for acquisition of a homeless center to ensure permanent homeless services. A Homeless Service Center, funded in part by the City, has been established to provide homeless persons shower and laundry facilities as well as a place to receive mail and telephone messages.

SUBSIDIZED UNITS

Over the past two decades, a variety of programs has provided incentives for development of affordable rentals to low and very low income households in Santa Rosa. The various programs are administered by the Federal Department of Housing and Urban Development (HUD), insured by the Federal Housing Administration (FHA), financed by Multi Family Bond Issues, or governed by a Density Increase Program contract. In return for certain considerations, developers signed contracts to provide the units at affordable rents from 10 to 25 years. Once the term of the contract is up, the owner of the rentals can raise the rents to "market rate". This can have the effect of displacing the low and very low income tenants.

Between 1996 and 2000, a total of 416 units are in danger of going to "market rate". At an estimated cost of $100,000 to construct new units, it would cost $41.6 million to replace these units. Preserving the units would be considerably less expensive than building new units. At an estimated cost of $55,000 per unit, it would cost $22.9 million to acquire and preserve the units. Funds which could be available to preserve these units include Community Development Block Grant and redevelopment funds.

Burbank Housing Development Corporation is a local non-profit which has the legal and managerial capacity to acquire, build, and manage affordable housing developments.

See table titled Santa Rosa Low-Income Rentals at Risk of Converting to Market Rate 1996-2000 and 2001-2006 in the appendix to this element for detailed information.

E. AFFORDABILITY

A hypothetical family of four persons is used here to analyze housing affordability in Santa Rosa.

The following breakdown is based on several assumptions. Affordability is defined as the expenditure of no more than 30 percent of the family's income for housing. In the case of rent, the 30 percent includes allowance for utilities. In the case of purchase, the 30 percent includes: 1) payment on principal and interest; and 2) other fixed costs, such as taxes and insurance, which are assumed to comprise one-tenth of the money available for housing. A 7.5 percent interest rate for 30 years is assumed.

Santa Rosa Housing Affordability Analysis

Household Income Category	Annual Income	Maximum Affordable Rent	Maximum Affordable Purchase Price (10 percent Down)	Maximum Affordable Purchase Price (20 percent Down)
Very Low Income	$24,600	$ 615	$ 98,339	$110,632
Low Income	$39,350	$ 984	$157,303	$176,966
Moderate Income	$49,200	$1,230	$196,679	$221,263
Above-Moderate Income	$59,050	$1,476	$236,055	$265,562

Note: Annual income is for a four person household.
Source: United States Department of Housing and Urban Development; Santa Rosa Department of Housing and Redevelopment.

Based on the average cost of a house in Santa Rosa ($187,900), families with moderate and above-moderate incomes can afford to buy an average priced house, and then only in limited developments in limited areas of the City. Low income families can afford modestly priced homes. Renters are somewhat better off. Families in the above-moderate and moderate income groups, as well as

some low income families, can afford to rent, with the low income family finding it difficult to pay for the necessary number of bedrooms.

Assuming the income profile of Santa Rosa households described above in the subsection on General Income Characteristics, about half of Santa Rosa households can afford to buy available homes in Santa Rosa.

It is also apparent that individuals and households with special needs are more often unable to afford housing. While all elderly, handicapped, and single-parent households do not necessarily earn lower incomes, persons in these households, as a whole, can afford to pay less for housing than the general public.

SANTA ROSA'S "FAIR SHARE" HOUSING NEEDS

The State of California, through the Association of Bay Area Governments, estimates Bay Area jurisdictions' "fair share" of housing need for persons at all income levels. Santa Rosa's success in meeting the housing needs identified is shown below. The remaining unmet need is also shown.

1990 through 1995 Housing Needs Achievement

		Very Low	Low	Moderate	Above Moderate
ABAG Need 1990	5,641	2,062	1,375	1,053	1,151
Permits Issued	4,129	197	208	683	3,041
Remaining Need 1996-1999	3,402	1,865	1,167	370	0

Source: Association of Bay Area Governments, Housing Needs Determination; Santa Rosa Department of Community Development

The projection averages 850 units per year.

Land is available to meet the stated housing needs, and Santa Rosa will continue its good faith effort to attain the regional fair share goals to the extent that that is possible within the framework of the community's environmental goals and the limitations of the City's infrastructure of public facilities and services.

LAND AVAILABLE TO MEET HOUSING NEEDS

State law requires the City identify adequate sites available to meet housing needs identified. Santa Rosa's housing need is identified in the above section as 3,402 units through 1999. Of those, 1,865 are for very low income households, 1,167 for low income households, and 370 for moderate income households. The following chart identifies vacant residential land in Santa Rosa:

Inventory of Residential Land Available

	Acres in City Limits	Acres Under Annexation	Acres in Urban Bound.	TOTAL
Very Low	1,750	115	945	2810
Low	961	695	584	2240
Medium Low	40	85	60	185
Medium	237	112	96	445
Medium High	9	6	0	15
TOTAL	2,997	1,013	1,685	5,695

The next chart estimates the number of units which could be accommodated on land now in the City, based on assumed average densities.

Land Available in Santa Rosa City Limits

	Acres	Average Density	Units
Very Low	1,750	1 unit/acre	1,750
Low	961	5 units/acre	4,805
Medium Low	40	10 units/acre	400
Medium	237	13 units/acre	3,081
Medium High	9	24 units/acre	216
TOTAL	2,997		10,252

Nearly 3,000 acres of land are available for residential development in Santa Rosa, and more than 10,000 units can be developed on that land. Projects proposed on this land will be conditioned to provide services. Additionally, annexations underway in 1996 can be assumed to be complete during the period of the Housing Element, making lands annexed available for development. Adding these lands to acreage already in the City Limits makes more than 4,000 acres available, with a unit yield of more than 16,000 units. These figures demonstrate that the City of Santa Rosa has significant available residential land sufficient to meet remaining housing need (3,402 units).

Multifamily Land Available. It is most likely that units affordable to very low and low income households will be built in areas designated for medium (8 - 18 units per acre) or medium high (18 - 30 units per acre) density categories. Developable land in these categories now in the City could accommodate approximately 3,297 units, meeting the remaining need for very low and low incomes. Including land under annexation, about 6,147 units could be accommodated.

Moderate income units are most likely to be developed in medium low or low density categories. About 5,200 units can be developed in these categories, more than meeting remaining moderate income needs. Considering land under annexation, 9,500 units can be accommodated.

Additionally, there is significant land now outside the City Limits within the Urban Boundary which can be annexed and developed, adding to potential land available for development.

It is important to note that additional residential units may be developed in the Core Area of Santa Rosa, since residential uses are allowed in any land use designation. The Downtown Apartments project, which includes 34 units affordable to very low income households, was developed in 1995 on a site designated Retail and Business Service by the General Plan. The project density is 72 units per acre.

Representative projects. The Santa Rosa Townhomes project on Sebastopol Road includes 268 units on 20 acres. The project's density is 13.1 units per acre, consistent with its Medium Density land use designation. Units are selling from $139,900 to $153,900, within the range of affordability for low income households (see chart titled Santa Rosa Housing Affordability Analysis, page 47).

Kingwood is a small lot single family project at 11.7 units per acre, also in the Medium Density land use category. Kingwood models were offered for $137,950 to $166,950.

These examples illustrate the potential to develop non-subsidized housing in the 11 to 13 unit per acre range, which would be affordable to at least a portion of lower income households.

Since many lower income households cannot purchase a home due to the difficulty to save for a downpayment, it is important to note average rents. Average rents for a 2 bedroom unit in Santa Rosa are $650, which is generally affordable to many lower income households.

The Redwood Meadows project, a 27 unit senior apartment complex under construction in 1997, will offer 1 bedroom apartments in the high $500 range, with 2 bedroom units slightly higher. Project density is 22 units per acre, utilizing a density bonus.

The 2 bedroom unit in a duplex in the Sixth Street West project, constructed in 1995, rents for $650 a month; the 3 bedroom unit rents for $775. Duplex density is 6.5 units per acre.

The South E Apartments (1995) consists of 5 units, an existing single family dwelling and a new fourplex. Project density is 21.8 units per acre. Each of the 1 bedroom units rents for $625 per month.

These new multifamily units are falling within the range of affordability for lower income households (see chart titled Santa Rosa Housing Affordability Analysis, page 47).

HOUSING NEEDS AND QUANTIFIED GOALS (1996-1999):

1. Subsidize the development of 150 new units per year affordable to very low and low income households through Housing Authority programs (40 very low, 110 low). Sixty of these units are anticipated through collection of the Housing Allocation Plan in lieu fee. This number is based on projected permitting and revenues from the in lieu fee.

2. Preserve the existing inventory of federally and locally funded affordable units including the 416 lower income units that may be subject to termination of federal mortgage or rent subsidies between 1996 and 2000.

3. Preserve the 2,536 existing mobile homes, which are largely occupied by lower income seniors.

4. Assist in the rehabilitation of approximately 275 substandard units (75 very low, 200 low) in the five year period, which will account for about 25 percent of the substandard housing stock.

5. Encourage the production of 50 second units.

6. Promote development of 200 beds in a transitional housing setting. This addition will allow Santa Rosa to meet its currently estimated unmet need for housing for homeless persons.

F. GOALS AND POLICIES

The Departments of Community Development and Housing and Redevelopment are principally responsible for implementing the following goals and policies. Most of the policies represent ongoing efforts to increase housing affordability in Santa Rosa and will be vigorously pursured and implemented during the 1996 - 1999 period. Work items with specific timeframes are included under Work Plan Directives in the General Plan Appendix.

GOAL H1: Maintain and expand the stock of affordable housing

POLICIES [H-1a] Rehabilitate 275 units through the City's rehabilitation loan programs, focusing on low and moderate income beneficiaries. Utilize the following programs:

1. The Housing Emergency Loan Program (HELP), which provides loans for urgent repairs for very-low and low income households;

2. The Housing Rehabilitation and Conservation Program (HRCP), which targets very-low and low income owner-occupied units and certain investor owned projects providing affordable rental units; and

3. The Mobile Home Repair Loan Program which provides low interest loans to very low and low income mobile home owners for necessary repairs.

[H-1b] Prevent the conversion of mobile home parks to other uses, through enforcement of the Mobile Home Park Conversion Ordinance consistent with state law.

[H-1c] Retain HUD subsidized affordable units which may be lost through contract termination. Work with property owners to maintain the projects for lower incomes and non-profit housing providers to purchase and operate

projects at risk of converting to market rate, as well as using Redevelopment Low and Moderate Income Housing funds, and investigate revenue sources such as CDBG and HUD 202 to preserve such units.

[H-1d] Recognize existing residential uses which are located in non-residential land use categories and are nonconforming by virtue of their location in non-residential zoning districts. Allow such uses to be zoned residential and to be found consistent with the General Plan on an interim basis, until the area is ready to convert and rezone to non-residential uses.

[H-1e] Ensure adequate sites are available for development of a variety of housing types for all income levels, including single and multi-family units, mobile homes, transitional housing, and homeless shelters.

[H-1f] Use funds collected through the Housing Allocation Plan in lieu fee payment to produce units affordable to very low and low income households.

[H-1g] Require development at the midpoint or greater of the density range or above in medium and medium-high density categories, with some exceptions, including where topography, configuration, heritage tree, historic preservation, or utility constraints make the midpoint impossible to achieve. In no case will development at less than the minimum density prescribed by each residential land use category be allowed. Very low and low density sites are encouraged to develop at the midpoint or above.

[H-1h] Allow Low Density sites of 3 acres or less to develop at densities up to 15 dwelling units/acre where infrastructure is sufficient to support the increased density and only when the project design is compatible with the surrounding residential neighborhood in terms of building mass, setbacks, and landscaping.

[H-1i] Encourage production of 300 residential units in the downtown Core Area by allowing residential uses in any land use category.

[H-1j] Allow mixed use residential development in retail or office designations.

[H-1k] Discourage redesignation or rezoning of residential land to lower densities or non-residential uses unless the housing needs of very low and low income and special needs households are fulfilled.

[H-1l] Increase the production of second units.

[H-1m] Support non-profit housing sponsors by continuing to provide funds to subsidize the production of affordable housing.

[H-1n] Utilize the Redevelopment Low and Moderate Income Housing Fund for affordable housing, targeting very low, low and moderate income households.

The fund is projected to accrue $1,689,400 by 1999 and will be used to rehabilitate existing dwelling units, acquire land for development of new affordable units, and financially assist "non-traditional" housing, such as emergency and transitional housing.

[H-1o] Preserve rental apartments from conversion to ownership units by enforcing the Condominium Conversion Ordinance.

[H-1p] Participate in tax credit and mortgage revenue bond (MRB) programs that provide tax exempt, low-cost financing to developers of projects making a portion of the units affordable.

[H-1q] Administer the federal Section 8 certificate and voucher programs.

[H-1r] Operate the Mobile Home Repair Loan (MRL) and the Mobile Home Rent Deferral (MHRD) programs.

[H-1s] Allow mobile homes on single-family lots through issuance of a certificate of compatibility.

[H-1t] Aggressively participate in available federal, state, and private non-profit programs for the provision of affordable housing.

GOAL H2: Provide housing for households with special needs

POLICIES:

[H-2a] Continue existing programs for persons with special needs, including disabled persons, elderly persons, the homeless, large families, and single parent households. Such programs include those noted in the previous section such as rehabilitation loans, rental assistance, and Section 8 certificates and vouchers.

[H-2b] Provide units specifically for households with special needs by requiring the installation of accessibility modifications in handicapped-adaptable units required by state law, to the extent that such modified units are in demand for households with special needs.

[H-2c] Encourage special housing arrangements, including shared and congregate housing and single-room occupancy hotels (SROs), by helping sponsors obtain federal and state funds and committing City funds (to the extent such funds are available for the purpose in light of competing housing objectives) to help non-profit or for-profit developers of such housing types.

[H-2d] Provide funding to groups providing shelter and other services to the homeless.

[H-2e] Obtain available federal and state funds to increase the number of beds in homeless shelters, with a goal of providing shelter for 200 persons to meet Santa Rosa's unmet need.

[H-2f] Allow development of homeless shelters or transitional housing in any land use designation, with a Conditional Use Permit. Ensure that future sites are distributed throughout the City.

[H-2g] Support use of the National Guard Armory for winter time shelter for homeless adults.

GOAL H3: Promote equal access to housing

POLICIES: [H-3a] Eliminate discrimination in housing opportunities in Santa Rosa and assure that access to housing in Santa Rosa will not be denied on the basis of race, ethnic or national origin, religion, marital status, sexual orientation, age or physical disability, except that mobile home parks and other developments designed specifically for seniors or the disabled will be permitted to exclude children as permanent residents.

[H-3b] Continue to fund and support the Sonoma County Rental Information and Mediation Services (SCRIMS), which serves as the City's equal opportunity housing agency. SCRIMS is jointly funded by the City of Santa Rosa and Sonoma County, providing a number of services including mediation and resolution of tenant/landlord disputes, helping tenants complete state and federal complaint forms, and providing outreach services.

GOAL H4: Remove constraints to housing production

POLICIES: [H-4a] Ensure projects are heard by the first decision making board within a period not to exceed 120 days of receipt of an application for development approval and that other timing goals of the Development Review Policy are met.

[H-4b] Assure that an adequate supply of developable land is available to meet Santa Rosa's housing needs, particularly for affordable housing. See table titled Inventory of Residential Land Available on page 49.

[H-4c] Identify and acquire sites for potential affordable housing projects, with subsequent disposition to affordable housing providers.

[H-4d] Designate sites appropriate for emergency and transitional shelters for the homeless on the Land Use Diagram, and cooperate with entities which can provide such shelters.

[H-4e] Consider deferring payment of development fees for projects providing affordable units.

GOAL H5: Develop energy efficient residential units

POLICIES

[H-5a] Maximize energy efficiency in residential areas by continuing to enforce California Title 24 energy requirements; to use the design guidelines set forth in the Santa Rosa Design Review Guidelines; and to fund energy conservation through the Housing Authority's rehabilitation loans. Promote strategies for energy efficiency.

[H-5b] Work with PG&E to incorporate voluntary energy efficiency in building, site and landscaping design through the application or review process; to provide information on loans, grants or other incentives that might be available for voluntary energy reduction; and to provide other relevant information on energy efficiency.

[H-5c] Promote energy efficiency through site planning. This may include bicycle and pedestrian paths; solar orientation; mixed land uses; density, location and mix of land uses that decrease the number of vehicle trips; use of vegetation to decrease summer cooling needs, winter heating needs, etc.

[H-5d] Promote energy efficiency through building design. This may use daylight, insulation, window design, orientation, passive and active heating or cooling design, etc. It also includes design for future passive or natural heating or cooling opportunities, including opportunities for solar space and water heating.

[H-5e] Evaluate and consider an ordinance requiring pre-plumbing for solar hot water heaters and/or as the primary source for heating swimming pools, where solar access is available.

[H-5f] Investigate ways of assisting low income households and rental properties to meet weatherization needs.

G. CONSTRAINTS TO THE PROVISION OF HOUSING

Governmental regulations can act to constrain housing production if the regulations increase costs or limit opportunities for housing development. Constraints to housing development in Santa Rosa vary by area, but generally may include infrastructure, residential development fees, land use controls, development standards, development and building permit application processing times, and resource preservation.

INFRASTRUCTURE

Sewer capacity is a current constraint to housing development. Sewer capacity and disposal of reclaimed water are expected to become more critical late in the five year planning period. The City has been studying alternatives for reclaimed water disposal for the past few years and has planned treatment plant expansion in 1999. These potential constraints have not affected housing development to date, but could potentially, if the City encounters any difficulty in implementing its long range plans.

The availability of urban facilities and services will not be a long term constraint to residential development, but the phasing of infrastructure expansion to meet the requirements of new growth will require continuing planning efforts. The City will consider assessment districts to aid in funding infrastructure.

DEVELOPMENT FEES

Payment of development fees is typically a requirement of development approvals. Fees are also charged to process development applications. Fees are tied to the City service provided, such as application processing and plan checking. The following charts outline planning fees for a subdivision and an annexation.

Planning Fees

10 Lot Residential Subdivision:

Processing Fee	$ 950
Fee per lot (@ $25)	$ 250
Public hearing	$ 100
Environmental Review	$ 125
	$1,425 or $142/unit
If rezoning is required	$ 650
	$2,075 or $207/unit

Annexation

Typical fees for an 11 acre annexation are:

City annexation processing fees	$ 528
Public hearings	$ 200
Environmental Review	$ 125
LAFCO Fees	$3,509
	$4,362

These fees are not viewed as unreasonable, especially since they do not cover the cost to the City to process these developments.

Santa Rosa's development fees for a single family dwelling range from about $17,000 to $26,000 per unit. This range is comparable to other North Bay cities.

Development Fees for Single Family Dwelling

The fees shown below are estimates for an 1,800 square foot single family unit with a 440 square foot attached garage.

Fees vary, depending on the location of development. Four examples are provided.

	Southwest Santa Rosa	Rincon Valley	Southeast Santa Rosa	All Other Areas of City
Plan Check	486	486	486	486
Building Permit	748	748	748	748
Sewer Hookup	5,043	5,043	5,043	5,043
Water Hookup	2,101	2,101	2,101	2,101
Meter Fees	100	100	100	100
School Impact[1]	7,758	6,408	6,930	4,608
Public Facility Improvement Fee	600	1,200	1,200	1,200
Traffic Signal	70	70	70	70
Park Fee	2,856	2,856	2,856	2,856
Southwest Area Development Impact Fee	6,187	0	0	0
Rincon Valley Area of Benefit Fee	0	2,769	0	0
Southeast Area Development Impact Fee	0	0	7,281	0
Total by Area	$25,949	$21,781	$26,815	$17,212

[1] School fees vary from $2.50 to $4.31 per square foot. Depending upon location, the school impact fee for an 1,800 square foot unit can range from $4,500 to $7,758. The examples illustrate fees for the Roseland District (Southwest), the Rincon Valley District (Rincon Valley), the Bellevue District (Southeast), and Santa Rosa City School District (all other areas).

[2] Fees for the Southwest and Southeast areas apply within boundaries established by the Southwest and Southeast Area Plans. Fees for Rincon Valley apply within the boundary established for Highway 12 corridor mitigation.

[3] Some projects may also be subject to the Housing Allocation Plan in lieu fee of $2,600.

The City finds that these fees are necessary to provide adequate public facilities. However, the City Council authorizes fee deferrals on a case by case basis, allowing developers to pay development fees over a mutually agreed upon period. Fee deferrals are most often granted for residential projects which are affordable or provide some benefit to the City. More than $2 million in fees have been deferred over the past two years. Often, the City Housing Authority will pay fees for affordable projects. Additionally, the Housing Allocation Plan fee may be paid at the close of escrow or six months after occupancy.

LAND USE CONTROLS

Zoning Code. Residential land use control mechanisms used by the City of Santa Rosa include the Zoning Code, the General Plan, the Uniform Building Code and the growth management program.

The Santa Rosa Zoning Code includes no unusual or onerous provisions that impede the production of housing, either as a whole or for any particular population group.

Standard zoning contained in the Zoning Code requires varying setback requirements, depending on zone. Front setbacks of 15' are required in the R-1, R-1-6 and R-4 zones. Twenty feet is required in the R-1-7.5, R-1-9, R-1-15, R-2, R-3-10, R-3, R-3-15, R-3-20 and R-3-30 zones. Rear setbacks range from 5' (R-4), 15' (all residential zones except R-4, R-1-9 and R-1-15) and 20' (R-1-9, R-1-15). Side yard setbacks are 5' for R-1, R-1-6, R-1-7.5 and all the higher residential zonings when the structures are one story. Setbacks increase when building height does to ensure privacy. In the R-5 zone, setbacks are dependent on building height. These setbacks are not viewed as constraints due to the fact that variation in setbacks is allowed through the Planned Development Combining district and the Planned Residential Development district.

The Planned Development combining district (PD) and the Planned Residential Development district (PRD) both provide flexibility in lot sizes and setbacks. There are currently no zoning designations which would allow both reduced lot sizes and flexible yard requirements. The PD district also allows for flexibility in density, uses, building heights, parking, traffic circulation, landscaping and other standards and requirements of the underlying zoning district.

Building height is not viewed to be a constraint to housing development. Thirty-five foot dwellings are allowed in the R-1 zones, as well as the R-2 and R-3-10. Structures in the other R-3 zones and in the R-4 are allowed to reach 45'. Buildings up to ten stories in height are allowed in the Core Area.

Required parking is as follows: for single-family development, 2 spaces/unit, with one covered; for multi-family development, 1.5 spaces/1 bedroom unit, with one covered, and 2.5 spaces/2 bedroom unit, with one covered; for mobile homes, 1.75 spaces/unit, which may be tandem; and for senior housing, 1 space/unit. The City has found these requirements to be sufficient, but not excessive. Reducing parking standards could cause on-street parking or impaction of an existing neighborhood.

The Zoning Code was amended following adoption of the 1991 General Plan to promote affordable housing. The second dwelling unit provisions were changed to be less restrictive and a small lot, single family residential district, the R-1-2/6 was adopted. The purpose of the R-1-2/6 is to provide areas for smaller and innovative detached and attached housing on small lots to achieve housing affordability.

Street widths are not viewed as a constraint to housing development. Minor streets, which typically serve single-family and duplex development, may vary in width from 24' (no parking), 28' (parking on one side) and 30' (parking both sides). Collector streets range from 28' (no parking), 34' (parking on one side), and 40' (parking both sides). Major streets range from 52' (no parking), 58' (parking on one side), and 64' (parking both sides). Narrower streets may be allowed in special circumstances in accordance with the 1996 Street Design and Construction Standards.

Landscape requirements are designed to ensure residential developments are pleasant, livable and attractive. In Santa Rosa, all site development is required to include landscaping. Foreground landscaping, street trees and parking area landscaping are required for all development.

Requirements for on- and off-site improvements vary with the project and the site. On-site improvements typically include grading, storm drainage, provision of curb, gutter and sidewalk. Off-site improvements can include street widening or construction, or traffic light installation.

Uniform Building Code. Santa Rosa also uses the Uniform Building Code, which imposes no unusual constraints on housing. The City has undertaken a pilot program of targeted enforcement in the Apple Valley/Papago Court area to improve building safety and appearance. The area is the subject of a two year enforcement program.

Growth Management. The City's growth management program places a limit on the number of allotments which can be granted annually. An allotment allows the issuance of a building permit.

The Growth Management Element of the General Plan establishes a maximum number of allotments which can be granted in a given year. For the period 1996 - 2000, the period covered by the Housing Element, 1,000 allotments can be issued in a year.

The allotments are split evenly into two types: Reserve A and Reserve B. Reserve A allotments are reserved for small units on small lots, multifamily units, units in mixed use projects, and affordable units. Reserve A was established to promote housing affordability and variety through the growth management program. Reserve B allotments are for most other units, typically unrestricted single family units.

To give priority to Reserve A type units, the Growth Management Ordinance allows unused Reserve A allotments to be added to the following year's allotments. This accrual of Reserve A allotments has made more than 1,850 available for issuance in 1996. Unused Reserve B allotments are added to the next year's allotments on a limited basis. More than 900 were available for issuance in 1996.

Growth management allotments are granted by the Director of Community Development at the time of the project's final discretionary approval. There is no application process to receive allotments; the developer requests allotments and they are issued in the requested year if they are available. If no allotments are available, the allotments are issued in the next year they are available, and the developer receives allotments in the desired year when they become available. To ensure allotments for many projects, single family projects may receive no more than 75 allotments per year; the multifamily maximum is 200 per year.

Santa Rosa's growth management program has not prevented a developer from building a project in the desired year.

Given the above noted number of allotments available, which would allow 2,750 units to be built in 1996, it is clear that the City's housing need (850 units per year) can be accommodated with the growth management ordinance in effect. A slowing in the number of new units built annually is a greater factor in meeting housing needs. Permitting has been significantly less than allowed by the growth management program.

It does not appear that growth management has significantly affected housing prices in Santa Rosa. In 1989, the average home price in Santa Rosa was $180,000. In 1991, when the Growth Management Element was adopted, the average housing price in Santa Rosa was $174,250. In 1995, the average housing price was $187,900. In the early 1990s, development slowed due to an

economic downturn, and housing prices fell. The increase over the past few years cannot clearly be attributed to the growth management program.

Housing Allocation Plan. The Housing Allocation Plan was established in 1992 to promote the development of affordable housing in Santa Rosa. The program's basic requirement is that projects containing Reserve B type units (as described above in the Growth Management section) pay a fee for the development of housing for lower income households. The fee is $2,600 per Reserve B unit.

Reserve A units are exempt from any requirement of the Housing Allocation Plan. This exemption is another way of promoting the development of Reserve A type units.

Projects of less than 20 acres may elect to provide 15 percent of the project's total Reserve B units as units affordable to low incomes, though few developers select this option. Projects of more than 20 acres are required to provide affordable units.

While the Housing Allocation Plan fee does add to the fee burden of new market rate units, the City finds that the fee provides needed funding for affordable housing. Additionally, the fee may be paid at the close of escrow or six months after occupancy, giving developers longer time to pay the fee.

DEVELOPMENT PROCESSING

In September 1993, the City Council adopted a Development Process Report outlining methods for streamlining the sometimes lengthy development review process. A key goal of the report was to take no more than 120 days from development application to the first board action, and no more than 30 days between sequential board actions. Standards for improvement plan processing (42 days for the first plan check and 15 days for each subsequent check) were also adopted. The City has been successful in meeting these timeframes and strives to continue this effort.

RESOURCES

Protection of natural resources such as vernal pools, and the rare plants which occur in vernal pools, is a constraint to housing development in southwest and northwest Santa Rosa, where they predominantly occur. The Santa Rosa Plain Vernal Pool Ecosystem Preservation Plan (1995) is a collaborative planning effort of federal, state, and local agencies, designed to protect the diverse plant and animal life of the vernal pool ecosystem while still allowing development to occur. This process is continuing, and will aid in determining which lands are and are not developable.

LAND AVAILABILITY

Land availability will not prevent the City from meeting its housing needs, and among the goals of the General Plan is a serious and sustained effort to see that sufficient land is available, reconciled with other important community goals and limitations. (See table titled Santa Rosa Inventory of Residential Land Available on page 49.)

NON-GOVERNMENTAL CONSTRAINTS

Housing purchase prices, financing costs, cost of land and improvements, construction costs, property taxes, profit and rent rates continue to be the biggest constraints to housing access for households with very-low, low and moderate incomes. A consortium of local banks has formed specifically to provide financing for affordable projects.

It appears that housing costs will continue to be a factor in accessibility to housing, especially for people in very low and low income groups. As recommended in the policies of this Housing Element, the City of Santa Rosa will continue all possible efforts to conserve existing affordable housing stock and to increase the number of affordable units. The larger factors of construction and financing costs are beyond the direct influence of the City.

HOUSING ELEMENT

APPENDIX

Santa Rosa Low Income Rental Units
at Risk of Converting to Market Rate Rentals 1996-2000

Project Name/ Location	Assistance Program	Units at Risk	Earliest Conversion Date
Silvercrest Senior[1] 1050 3rd Street	HUD 236 (J)(I)	74 (Sec 8) 187 (FHA)(E)	May 1999 (Sec 8) July 2016 (FHA)
Valley Oak Park I[1] 2600 Northcoast Drive	HUD 236 (J)(I)	48 (Sec 8) 100 (FHA)	September 1998 (28-Sec 8) May 2000 (20-Sec 8) December 2009 (FHA)
Valley Oak Park II[1] 2600 Northcoast Drive	HUD 236 (J)(I)	71 (Sec 8) 131 (FHA)	September 1998 (19-Sec 8) May 2000 (52-Sec 8) December 2012 (FHA)
Bethlehem Towers[1] 801 Tupper Street	HUD 236 (J)(I) HUD 202	31 (Sec 8)/ 160 (FHA) (E)	1996-2000 period (Sec 8) October 2012 (FHA)
Pioneer 2000 Apartments 2010 Pioneer Way	HUD Section 8 HUD 221 (d)(4)	31 (Sec 8)/ 180 (FHA)	September 1997 (Sec 8) September 1997 (FHA)
Whitesgate Apartments 777 Aston Avenue	HUD 221 (D)(4)	47(E)	1996-2000 period
Santa Rosa Garden 1 Kashmir Drive	HUD 241 (J)(I)	81 (Sec 8)/ 111 (FHA)	January 1997 (Sec 8) January 2011 (FHA)
Walnut Creek 2120 Jennings Avenue	MRB	29	June 1996
Woodgate Oaks 290 Harvest Lane	MRB	20	October 1996
Cascades 1402 Mission Boulevard	Santa Rosa Density Increase Program (SRDIP)	3	November 1998
Deerbrook 600 Mission Boulevard	SRDIP	1	June 1997
Meadow Oaks Apartments 800 Mission Boulevard	SRDIP	4	May 1996
Meadowbrook Court Steele Lane	SRDIP	4	January 1997
Meadowrock Coffey Lane	SRDIP	16	July 1997

Santa Rosa Low Income Rental Units
at Risk of Converting to Market Rate Rentals 1996-2000

Project Name/ Location	Assistance Program	Units at Risk	Earliest Conversion Date
Piner Creek Terrace Peterson Lane	SRDIP	16	May 1996
Redwood Circle Steele Lane	SRDIP	2	September 1996
Vintage Ridge Apartments 2705 Range Avenue	SRDIP	11	June 1997
Spring Lake Estates Shallows Place	SRDIP	2	October 2000
		369 Non-Elderly Units 47 Elderly Units 416	
		Total Units at Risk 1996 - 2000	

Notes: 1. These projects are owned by non-profits and are not expected to convert to market rates. They are not included in the totals of units at risk.
2. (E) denotes units for elderly persons.

Source: Santa Rosa Department of Housing and Redevelopment, U.S. Department of Housing and Urban Development.

Santa Rosa Low Income Rental Units
at Risk of Converting to Market Rate Rentals 2001-2006

Project Name/ Location	Assistance Program	Units at Risk	Earliest Conversion Date
Redwood Park 2001 Piner Road	MRB	32	September 2003
Dutton Eightplex Dutton Avenue	SRDIP	1	December 2005
Orchard West Pinercrest Drive	SRDIP	16 (E)	May 2006
Oak Creek	MRB	20	August 2003
Coddingtown Mall Apartments 2001 Range Avenue	MRB	46	December 2004
Cedarwood Green	SRDIP	5	December 2002
Mailer Apartments	SRDIP	1	October 2003
Meadowbrook Place	SRDIP	2	February 2004
Shadow Creek	SRDIP	27	July 2000
Whitesgate II Apartments 777 Aston Avenue	SRDIP	4 (E)	April 2004
Walnut Grove Apartments 450 Stony Point Road	HUD 221(D)(4) Section 8	104 (Sec 8) 104 (FHA)	July 2001 (Sec 8) November 2021 (FHA)
Chanate Lodge 3200 Chanate Road	HUD 221 (D)(4)	24 Sec 8 (E) 120 (FHA)	April 2003 (Sec 8) November 2013 (FHA)
Vigil Light Apartments	HUD 202 Section 8	48 (Sec 8) 48 (FHA/ (E)	October 2004 (Sec 8) September 2024 (FHA)
		238 Non-elderly units 92 Elderly units	
		330 Total Units at Risk 2001-2006	

Note: (E) denotes units for elderly persons.
Source: Santa Rosa Department of Housing and Redevelopment, U.S. Department of Housing and Urban Development.

Santa Rosa Low Income Rental Units
at Risk of Converting to Market Rate Rentals after 2006

Project Name/ Location	Assistance Program	Units at Risk	Earliest Conversion Date
Marlow Apartments 3076 Marlow Road	MRB	24	March 2008
Mission Village 1106 Prospect Avenue	MRB	13	January 2007
Apple Creek Apartments 750 Apple Creek Lane	MRB	58	September 2007
Village Square Apartments 2605 Range Avenue	MRB	26	September 2017
Redwood Manor Burt Street	MRB	36	February 2018
Country Manor Estates Country Manor Estates Drive	SRDIP	3	June 2009
Valley West Lemur Street	SRDIP	1	August 2010
Rotary Park Aston Avenue	SRDIP	1	January 2011
Oak Court Coffey Road	SRDIP	1	April 2011
Edwards Avenue	SRDIP	3	June 2011
Hendley Circle Hendley Street	SRDIP	2	May 2012
Victoria Rose Eighth Street	SRDIP	1	January 2014
Twenty Grand Earle Street	SRDIP	1	November 2015
Sonoma Creekside Sonoma Highway	HUD/ Section 8	21	2011
		191	Total Units at Risk after 2006

Note: (E) denotes units for elderly persons.
Source: Santa Rosa Department of Housing and Redevelopment, U.S. Department of Housing and Urban Development.

EVALUATION OF 1991 HOUSING ELEMENT

Implementation Action/Objective	Accomplishment
[H-1a] Review allocation of residential land in relation to demand.	This action is to be undertaken every five years, with updates to the General Plan. Land supply for housing was reviewed for the 1996 General Plan revision.
[H-2a] Continue the City's rehabilitation loan programs. Rehabilitate 300 units during next 5 years.	183 units were rehabilitated through the City's loan programs between 1991 and 1995.
[H-2b] Prevent conversion of mobile home parks to other uses through adoption of a Mobile Home Park Conversion Ordinance.	The Department of Housing and Redevelopment is nearing completion of this work item. The Ordinance is expected to be adopted by the City Council in spring 1996.
[H-2c] Take steps to help ensure that no affordable units are lost through termination of HUD mortgage contracts. Goal: Preserve 655 units subject to termination between 1990 and 1995.	The majority of units were preserved. Two units in one complex were converted to market rate.
[H-2d] Adopt a Demolition Replacement Ordinance to replace affordable units lost to demolition.	Work on this objective resulted in a draft Ordinance. However, the Housing and Redeveloment Department recommended in 1994 that the City Council not adopt such an ordinance due to the limited number of annual demolitions and the complexity of the issues. The City Council agreed and deleted the item from the work program.
[H-2e] Recognize existing residential uses in non-residential land use categories and allow them to be zoned residential and found consistent with the General Plan on an interim basis.	This objective has been used on a few occasions to rezone residential property in commercial or industrial areas for residential uses, allowing the owner to obtain financing.
[H-3a] Adopt an inclusionary ordinance to ensure a substantial portion of housing production is affordable to low income households. Goal: 150 low income units annually.	The Housing Allocation Plan was adopted in 1992. Since that time, two units affordable to low income households were produced. This low production is due to the Plan's allowance of projects in process or approved prior to the Plan's effective date to pay fees. Amendment to the plan in 1995 expanded the opportunities for fee payment.

EVALUATION OF 1991 HOUSING ELEMENT

Implementation Action/Objective	Accomplishment
[H-3b] Ensure a substantial portion of the City's land is developed into multi-family units.	Medium density projects are required to meet the midpoint of the density range unless constraints make the midpoint impossible. In no case can a project in a medium density land use designation propose a density less than the minimum for the designation. This policy is upheld.
[H-3c] Ensure a substantial portion of the City's land can be developed into multi-family units.	This objective allows infill sites of 3 acres or less in Low Density designations to develop up to 15 units/acre. It has been utilized infrequently due to neighborhood opposition to increased densities. The objective also encourages development of 500 units in the Core Area; 34 units affordable to very low and low income households have been produced.
[H-3d] Discourage rezoning of residential land to lower densities or non-residential uses unless housing needs are fulfilled.	This objective is used when projects request rezoning or redesignation of residential land to other uses.
[H-3e] Modify the second unit ordinance to increase second unit production. Goal: 20 units annually.	The second unit ordinance was revised in 1993. There were 28 second units produced during the 5 year Housing Element period.
[H-3f] Amend the Zoning Ordinance to remove obstacles to producing mobile home parks.	The action was completed in 1993. No new mobile home parks have been proposed since the ordinance revision.
[H-3g] Adopt an ordinance implementing the State Density Bonus Law.	A number of drafts have been prepared by the City Attorney's Office, but an ordinance has not been adopted. Little interest has been expressed by the development community in using density bonuses.
[H-3h] Evaluate development standards in excess of the UBC to determine their effect on affordability.	This evaluation was completed in 1994. Few requirements in excesss of the Uniform Building Code were identified, and they had minimal impact on affordability.
[H-3i] Evaluate the feasibility of expanding the downtown redevelopment area to provide tax increment funds for housing development.	This evaluation was made in 1992, resulting in Olive Park, General Hospital and Juilliard Park being eliminated from consideration. Railroad Square was further studied, but it was later determined that a redevelopment area was not financially feasible. Existing redevelopment areas include downtown, Grace Brothers, and Sebastopol Road.

EVALUATION OF 1991 HOUSING ELEMENT

Implementation Action/Objective	Accomplishment
[H-3j] Continue affordable programs already in use in Santa Rosa.	The City of Santa Rosa operates many programs to assist with the housing needs of lower income households and subsidizes the production of affordable housing. The City administers the Section 8 certificate and voucher programs and operates the Mobile Home Repair Loan and Mobile Home Rent Deferral programs.
[H-4a] Expand the housing stock for people with special needs. [H-4b] Continue existing efforts to provide units for people with special needs and incorporate design requirements of these households into construction and rehabilitation of units.	A number of non-profit agencies and the City are assisting persons with special housing needs. A 26 unit development for the mentally ill was completed in 1994. A 13 unit apartment project designed for the physically disabled was built in 1993. Additionally, many community care facilities operate in Santa Rosa neighborhoods, housing persons with special needs.
[H-4c] Intensify the effort to provide shelter for the homeless in Santa Rosa.	There are 470 year-round beds in Santa Rosa. During winter months, another 120 beds are available at the National Guard Armory. The City has provided $2.7 million since 1987 to service organizations providing homeless services. The City has also set aside $2.6 million for acquisition of a homeless center to ensure permanent homeless services. A Homeless Service Center, funded in part by the City, has been established to provide homeless persons shower and laundry facilities as well as a place to receive mail and telephone messages.
[H-5a] Continue to fund and support Sonoma County Rental Information and Mediation Services which serves as the City's equal opportunity housing agency.	SCRIMS is jointly funded by the City of Rosa and Sonoma County.

EVALUATION OF 1991 HOUSING ELEMENT

Implementation Action/Objective	Accomplishment
[H-6a] Eliminate constraints to housing development.	• In 1993, the City Council adopted a Development Process Report outlining methods for streamlining the sometimes lengthy development review process. A key goal was to take no more than 120 days from development application to the first board action, and no more than 30 days between sequential board actions. • The City included a Medium High Density category in the 1991 Housing Element, allowing 18 to 30 units per acre. • The City continues to fund improvements through the five year Capital Improvement Fund. • Infrastructure fees have been adopted in southwest and southeast Santa Rosa to fund improvements needed for development. • Development fees are regularly deferred for affordable housing projects.
[H-7a] Encourage energy efficiency in design and construction of new structures.	Staff enforces the energy requirements in California Title 24 and utilizes design guidelines set forth in the Santa Rosa Design Review Guidelines.
Preserve 2,000 existing mobile homes (Quantified objective, p. VII-17).	Mobile homes existing in 1991 are still existing in 1996.
Promote development of 200 beds in a transitional housing setting.	A site designated for transitional housing in the 1991 Housing Element in Southwest Santa Rosa was not developed. Wetlands constraints and toxic contamination make development of this site uncertain.

Assisted Housing by Household Income Group - June 1991 - December 1995

	Very Low	Low	Moderate	Above Moderate	Total
RENTAL ASSISTANCE					
Section 8					
Certificate	50				50
Voucher	98				98
New Units'	52				52
Mobile Home Rent Deferral	15				15
SUBTOTAL	215				215
CONSTRUCTION					
Assisted Complexes	124	106	36		266
Housing Allocation Plan		2			2
Fast Track		5	135	17	157
Qualifying Units			275		275
SUBTOTAL	124	113	446	17	700
REHABILITATION					
Various Programs	94	81	8		183
OTHER					
Mortgage Credit Certificates	3	74	209	60	346
Other	20				
SUBTOTAL	23	74	209	60	366
TOTAL	362	187	655	77	1281

Notes: 1. New rental assistance units include 21 units at Sonoma Creekside and 31 units at Pioneer 2000.
2. Where units could not be separated into two income groups, they have been assigned to the higher income group.

Source: Santa Rosa Department of Housing and Redevelopment.

TRANSPORTATION AND CIRCULATION ELEMENT

A. INTRODUCTION AND VISION

The Transportation and Circulation Element addresses the creation of a safe and efficient system of streets and highways to accommodate the movement of people and goods, as well as pathways to serve bicyclists and pedestrians. This element is closely correlated with the Land Use Element. The circulation plan must support the provisions of the land use plan, and the land use plan must be sensitive to existing and future road conditions and capacity.

In 2020, Santa Rosa has an improved transportation network. Development projects provide funds to improve roads, and the City continues to fund roadway projects as much as possible through the Capital Improvement Program. Santa Rosa boasts a more connected system of on and off street bicycle routes, with ties to County and regional facilities. Transit service and Transportation Systems Management programs provide options for travelers, and help reduce peak hour auto trips. The Northwestern Pacific Transit Corridor provides an alternative transit route to Highway 101.

B. BACKGROUND

Transportation is, and will continue to be, one of the most important planning issues during the coming decades. In neighborhood meetings held for the General Plan Revision Program, residents identified speeding and increases in traffic as major issues facing the City. As part of a region that is presently dependent on the automobile for transportation, Santa Rosa will have to contend with further vehicular congestion and the costs and effort of trying to manage that congestion.

MOTOR VEHICLE TRANSPORTATION

The general plan traffic circulation network is organized by function into a hierarchy of four types of highways and streets: freeways, arterials, collectors, and local streets. Not all collector streets are shown on the General Plan Land Use Diagram. Local streets are not shown on the Diagram. Collector streets may function as local streets. The figure titled Transportation Network, in the appendix to this element, shows Santa Rosa's proposed circulation network. Definitions of the four street types are located in the glossary at the end of this General Plan.

For general plan purposes, Santa Rosa's traffic volumes were projected to the year 2020. The study used a computer model that generated trips for each land use (residential, commercial, industrial, etc.) in traffic assignment zones within the City and then distributed the trips on the street system according to the

shortest travel time and trip attraction. The model adjusts travel times based on congestion in selecting the "best" route. The study was carried out in the larger context of the traffic assignment zones which surround the City, in the County of Sonoma, and the regional trips within the Bay Area.

Some Transportation and Circulation Element policies relating to planning for automobile circulation refer to "LOS". LOS is the abbreviation for "Level of Service". Levels of service are measures of the relative ease or difficulty of traffic movement at designated points, usually stop signed or signalized intersections and along segments of arterials. Level of Service is measured differently at signalized intersections, unsignalized intersections and on arterial street corridors. The Level of Service standard contained in this plan is for arterial street corridors.

Although work locations in Santa Rosa are dispersed and sixty-four percent of Santa Rosa's employed residents work in the City, pressure on the regional highway system is continually growing. Santa Rosa's locally employed share is high for a city which is part of a large metropolitan area. However, as two-worker households become the norm, the likelihood of both jobholders living near their jobs decreases.

East-west and north-south circulation in Santa Rosa is not optimum. Vision 2020 recognizes this and contains policies directing the continuing search for alternatives to improve traffic flows in the City. As alternatives are identified, the General Plan should be amended to include those.

If present travel habits prevail, segments of the two most heavily traveled corridors -- State Highways 12 and 101 -- will remain or will become heavily congested, due in part to regional traffic passing through Santa Rosa. Highway 101 is proposed to be widened to six lanes and auxiliary lanes are proposed to be added from the Marin County line to Windsor. Interchanges on Highway 101 within Santa Rosa will require improvements in conjunction with the proposed widening of Highway 101. Despite these extensive improvements, the current LOS E/F will not improve on State Highway 101.

A long term solution for Highway 12's extension in east Santa Rosa is not a part of this General Plan and can not be expected to be in place within the next 10-20 years. Existing state owned right-of-way should be retained to ensure future options for a Highway 12 connector will remain.

SCENIC ROADS

Santa Rosa has a number of scenic roadways. Scenic roadways are corridors which have outstanding aesthetic resources. Roadways with these

characteristics are listed and shown graphically in the appendix to this element. Preservation of the character of these roads is a goal of the General Plan.

BICYCLE AND PEDESTRIAN FACILITIES

The Transportation and Circulation Element sets goals for transportation modes that are alternatives to the automobile. Walking and bicycle riding are viable alternatives to automobile travel, as is transit, addressed below. Many off street pathways may be utilized by both bicyclists and pedestrians.

The Santa Rosa Bicycle Master Plan (1994), adopted by the City Council, contains all policies and background related to bicycles and bikeways in the Urban Boundary. The Plan sets forth policies supporting the development of bicycle routes and facilities necessary to meet the needs of Santa Rosans. Selected policies are excerpted here.

The bicycle network consists of three types of bicycle facilities. Class I bikeways are paths completely separated from a street; Class II bikeways are separated from traffic and marked by a striped lane for one-way travel; and Class III bikeways are unstriped, signed routes which share streets with motor vehicles. The bicycle network is shown in the figure entitled Bicycle Facilities in the appendix to this Element.

TRANSIT AND TRANSPORTATION SYSTEMS MANAGEMENT

Public transit can move great numbers of people rapidly and efficiently, both in-town and regionally. In Santa Rosa, bus transit served nearly 1.7 million riders in 1995.

Santa Rosa's CityBus provides fixed route transit service, operating a number of regular routes. All regularly scheduled service is equipped with wheelchair lifts and is accessible to disabled persons. The City also contracts for dial-a-ride services for the elderly and disabled.

Santa Rosa has had a Transportation Systems Management (TSM) program since 1988. The City has worked with large employers to promote carpooling, vanpooling, and flexible work hours for employees, and has reduced the rate of employees driving alone to work.

AIR TRANSPORTATION

Aviation activities serve recreation, business, and transportation needs. In a city such as Santa Rosa, separated from a major metropolitan area, a well designed

air transportation system can meet users' needs by providing a convenient alternative.

No airport facilities are located within the Santa Rosa Urban Boundary. The Sonoma County Airport is located northwest of Santa Rosa, serving the City and surrounding areas.

C. GOALS AND POLICIES

MOTOR VEHICLE TRANSPORTATION

GOAL TCS1: Provide a safe, efficient, free flowing circulation system

POLICIES:

[TCS-1a] Focus through traffic on arterial streets by planning and site design which reduces the number of driveways and intersections, decreasing residential access, timing traffic signals, combining driveways to serve numerous small parcels, and requiring sufficient on-site parking to meet project needs.

[TCS-1b] Reduce traffic speeds in neighborhoods and on arterial streets with residential frontage by utilizing "traffic calming" techniques. Traffic calming techniques are described in a background report prepared for this General Plan.

[TCS-1c] Promote alternative transportation methods and provide pedestrian and bicycle options by evaluating new street patterns which reinforce the creation of neighborhood communities.

[TCS-1d] Locate uses generating heavy traffic so that they have direct access or immediate secondary access to arterial streets or freeways.

[TCS-1e] Avoid the intrusion of highways into park lands or other significant open spaces.

[TCS-1f] Minimize the disruption of historic sites and architectural resources by street and highway improvements.

[TCS-1g] Alleviate the need for sound walls in new development through provision of berms, structural sound attenuation, additional setbacks and landscape buffers. Sound walls should only be acceptable for older neighborhoods where they are shown to be effective, and for subdivisions where existing lotting patterns and development do not allow alternatives or in circumstances where housing affordability considerations outweigh elimination of soundwalls.

GOAL TCS2: Reduce traffic volumes and speeds in neighborhoods

POLICIES: [TCS-2a] Minimize through traffic in residential neighborhoods and avoid excessive traffic volumes greater than that dictated by street design and classification by providing attractive arterial streets to remove through traffic from residential neighborhoods.

[TCS-2b] Encourage grid street patterns in new residential areas to disperse traffic, thereby limiting volumes on any one street.

[TCS-2c] Utilize traffic calming techniques in neighborhoods to reduce travel speeds and improve neighborhood livability.

[TCS-2d] Improve traffic flow and reduce neighborhood traffic impacts in all quadrants of the city by completing needed improvements such as road widening and traffic calming. Innovative funding mechanisms shall be sought in order to maximize the number of projects completed. Priorities for funding include:

1. Hoen Avenue (traffic calming, 1998)
2. Summerfield Road
3. Russell Avenue
4. Bryden Lane
5. Sonoma Avenue
6. Montgomery Drive
7. Waltzer Road
8. Steele Lane

The first four roads will be analyzed and appropriate solutions applied during the 1996-2000 period. The last four will be undertaken in 2001-2005.

GOAL TCS3: Maintain acceptable traffic flows

POLICIES: [TCS-3a] Maintain a Level of Service of "D" or better along all major corridors.

The LOS is to be calculated for PM peaks, using a one-hour average. Exceptions to meeting the standard are: the Core Area; situations where attainment of the standard would result in significant environmental degradation; situations where topography or environmental impacts makes the improvement impossible; situations where meeting the standard would ensure loss of an area's unique character. Other exceptions shall be granted by the City Council. Level of service at intersections should be monitored to assure that impacts at any single intersection are not severe.

[TCS-3b] Require traffic studies for development projects which may have a substantial impact on the circulation system.

[TCS-3c] Monitor arterial street LOS at regular intervals to determine if the LOS goal is being met and to provide information needed to maintain a calibrated citywide traffic model.

[TCS-3d] Coordinate transportation plans with those of Sonoma County and the State of California.

GOAL TCS4: Complete needed transportation improvements

POLICIES: [TCS-4a] Complete the projected street and highway improvements in time to accommodate the traffic that will be generated by future development.

[TCS-4b] Ensure development projects pay a fair share of costs for transportation system improvements.

[TCS-4c] Increase driver safety and traffic efficiency by improving arterials as called for by the General Plan, installing street lights, traffic signals, and improving and repairing sidewalks. (Arterial streets are listed in the appendix to this element).

[TCS-4d] Evaluate the costs and benefits of delaying or diverting development in areas where traffic mitigation requires costly improvements that are beyond near term funding capability, until the construction of the needed improvements can be assured.

GOAL TCS5: Develop a viable solution for regional through traffic on north-south and east-west corridors

POLICIES: [TCS-5a] Provide a community forum involving neighborhood residents, developers, transit planners, and traffic engineers to gain consensus on potential transportation solutions.

[TCS-5b] Re-evaluate all alternatives in terms of General Plan compliance, ease of permitting, availability and timing of financing and environmental impacts.

[TCS-5c] Participate in regional discussions in cooperation with the County of Sonoma and other municipalities.

[TCS-5d] Support efforts to acquire local, regional, state, and federal funding for transportation improvements, including Highway 101.

[TCS-5e] Explore alternative circulation network improvements, focusing on citywide arterial street circulation and regional transportation systems.

[TCS-5f] Monitor and maintain the objectives of the Highway 12 Corridor Interim Mitigation Plan at the eight key intersections identified in the Plan.

[TCS-5g] Maintain projected traffic levels identified in the Highway 12 Corridor Interim Mitigation Plan by project phasing, density changes or other alternatives.

[TCS-5h] Monitor and maintain the objectives and capacity goals of the Petaluma Hill Road and the Stony Point Road local alternatives to Highway 101 in cooperation with the County of Sonoma and other communities.

[TCS-5i] Develop a program of highway corridor mitigation for new development projects in Santa Rosa to reduce peak hour congestion through transportation network improvements on north-south and east-west corridors and the use of transportation systems management techniques. The program shall include measures to:

a) reduce single occupancy trips;
b) encourage use of public transportation;
c) develop trip reduction programs by large employers;
d) promote work schedules oriented to off-peak commutes;
e) encourage live-work space;
f) support pedestrian oriented development;
g) encourage use of bicycles.

This work shall be undertaken during 1996-2000, with results utilized during the next update to the General Plan.

GOAL TCS6: Maintain a network of scenic roads

POLICIES: [TCS-6a] Provide residents and visitors the opportunity to enjoy the beauty of Santa Rosa's natural setting by maintaining scenic roads.

[TCS-6b] Preserve aesthetic resources along scenic roads by observing the following guidelines.

1. Alignment of scenic roads shall respect the topography and landscape. Protect land through careful grading.

2. Existing trees and vegetation shall be retained as possible. Landscaping along scenic roads shall enhance roadway appearance. Native plant material should be used as appropriate.

3. Large setbacks from scenic roadways are desirable to avoid encroachment of buildings on the view of the roadway.

4. Bikeways shall be provided along scenic roads, where right-of-way exists or where its acquisition will not jeopardize roadway character.

5. Pedestrian paths which meander are more appropriate than sidewalks.

6. Parking should not be provided along scenic roads. Bus stops or scenic overlooks may be provided at appropriate intervals.

7. Curbs and gutters will only be required where they are necessary for drainage and pedestrian safety purposes.

8. Commercial signage is discouraged along scenic roads. Where necessary, signs should be of uniform design.

9. Utilities should be undergrounded along scenic roads.

BICYCLE AND PEDESTRIAN FACILITIES

GOAL TCN1: Develop extensive, integrated, attractive, and safe networks for pedestrian and bicyclist movement

POLICIES: [TCN-1a] Link the various components of areawide and citywide pedestrian networks, such as street sidewalks, Core Area pedestrian areas, pedestrian areas in shopping centers and work complexes, park pathways, and other open space pathways, including those to be developed along riparian corridors to create an integrated pathway network.

[TCN-1b] Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this

can be safely done, in order to maximize the use of public rights-of-way.

[TCN-1c] Orient building plans to allow for easy pedestrian access from street sidewalks or other pedestrian pathways, in addition to access from parking lots.

[TCN-1d] Create attractive frontages along streets. Promote design features that encourage pedestrians. Avoid frequent curb cuts, lack of landscaping, and long, unvaried building facades that result in a sterile streetscape.

[TCN-1e] Include attractive pedestrian walkways and areas in new residential, commercial, office and industrial developments.

[TCN-1f] Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes to make walking a more attractive mode of transportation.

[TCN-1g] Provide landscaped and safe pedestrian access through and from parking lots.

[TCN-1h] Improve bicycle networks and make bicycling an attractive alternative for recreation and for intra-city travel to work, shopping, transit facilities and school. The Bicycle Master Plan sets out the bicycle network with support facilities and contains implementation actions, projects and programs.

[TCN-1i] Accommodate new Class II lanes and convert Class III routes to Class II lanes by, where possible:

1. eliminating or narrowing center turn lanes;

2. eliminating or narrowing parking lanes;

3. converting parking lanes to commute hour bike lanes;

4. narrowing travel lanes;

5. providing a "bike boulevard" (a dedicated bike travel lane that replaces a motor vehicle travel lane or parking lane); or

6. utilizing other potential options.

[TCN-1j] Design paths, lanes, and intersections to ensure safety and reduce bicycle/pedestrian and bicycle/vehicle conflicts.

[TCN-1k] Facilitate bicycle movement with traffic signal detectors that are triggered by bicycles.

[TCN-1l] Continue to promote bicycling as a commute alternative (e.g., "Bike to Work" week).

[TCN-1m] Install and construct bicycle facilities, including: Class I paths, Class II lanes or Class III bicycle route signs, other signs, signal detectors, showers, lockers, bicycle parking, and/or other facilities, as part of publicly financed capital improvement programs or as part of street and intersection projects. Implementation shall occur as opportunities arise throughout the entire bikeway network, except as noted below for grant funding.

[TCN-1n] Apply for grant funds, looking first to implement Priority I bikeway segments followed by Priority II segments. (Priority I and II segments are listed in the appendix to this Element).

[TCN-1o] Require new development to dedicate land and/or construct/install bicycle facilities where a rough proportionality to demand from the project is established.

[TCN-1p] Establish a new impact fee to fund bicycle facilities, as appropriate.

[TCN-1q] Prepare and publish periodically a pedestrian and bicycle network facilities map for Santa Rosa and the surrounding area.

TRANSIT AND TRANSPORTATION SYSTEMS MANAGEMENT

GOAL TCN2: Provide alternatives to the automobile

POLICIES:

[TCN-2a] Design streets, as well as residential subdivisions, commercial and industrial centers, and other new developments, to facilitate transit use, by providing: a) direct and paved pedestrian access to transit; and b) bus turnouts and shelters; and c) lane width to accommodate buses.

[TCN-2b] Coordinate transit services between the various transit operators serving Santa Rosa.

[TCN-2c] Encourage ridership on public transit systems by marketing and promotional efforts such as those currently utilized.

[TCN-2d] Provide full access to transit services for all persons, including children, the elderly and those with disabilities.

[TCN-2e] Require community care facilities with over 25 units to provide accessible transportation services for the convenience of residents and to reduce demand on the paratransit and fixed route transit systems.

[TCN-2f] Require new development to provide transit improvements such as bus stops, turnouts and shelters in accordance with the City's Transit Guidelines, where a rough proportionality to demand from the project is established.

[TCN-2g] Implement the Long and Short Range Transit Plans prepared by the Santa Rosa Department of Transit and Parking, which include CityBus proposals for transit and TSM improvements through the year 2005.

[TCN-2h] Preserve the Northwestern Pacific Railroad's right-of-way for future bus and/or rail transit use and reserve land for transit stations and parking.

[TCN-2i] Cooperate with CALTRANS and public transit providers to establish park-and-ride lots (some sites along the Northwestern Pacific Railroad could be used for park-and-ride lots until needed for regional transit facilities).

[TCN-2j] Reduce peak hour automobile trips through the promotion of transit service, staggering of work shifts, flextime, telecommuting, and Transportation Systems Management programs such as carpool and vanpool incentives, provision of bicycle facilities, and parking disincentives for single-occupant vehicles.

[TCN-2k] Expand TSM programs for employers and identify other areas where peak hour automobile trips can be reduced.

RAIL TRANSPORTATION

[TCR-1a] Encourage expansion of freight service on the Northwestern Pacific Railroad.

[TCR-1b] Support tourist rail excursions on the Northwestern Pacific Railroad.

AIR TRANSPORTATION

GOAL TCA1: Continue the availability of air transportation services

POLICIES: [TCA-1a] Encourage the provision of convenient air travel opportunities for Santa Rosa residents.

[TCA-1b] Work with Sonoma County to maintain the airport's continued safe and successful operation by discouraging the development of incompatible uses near the airport.

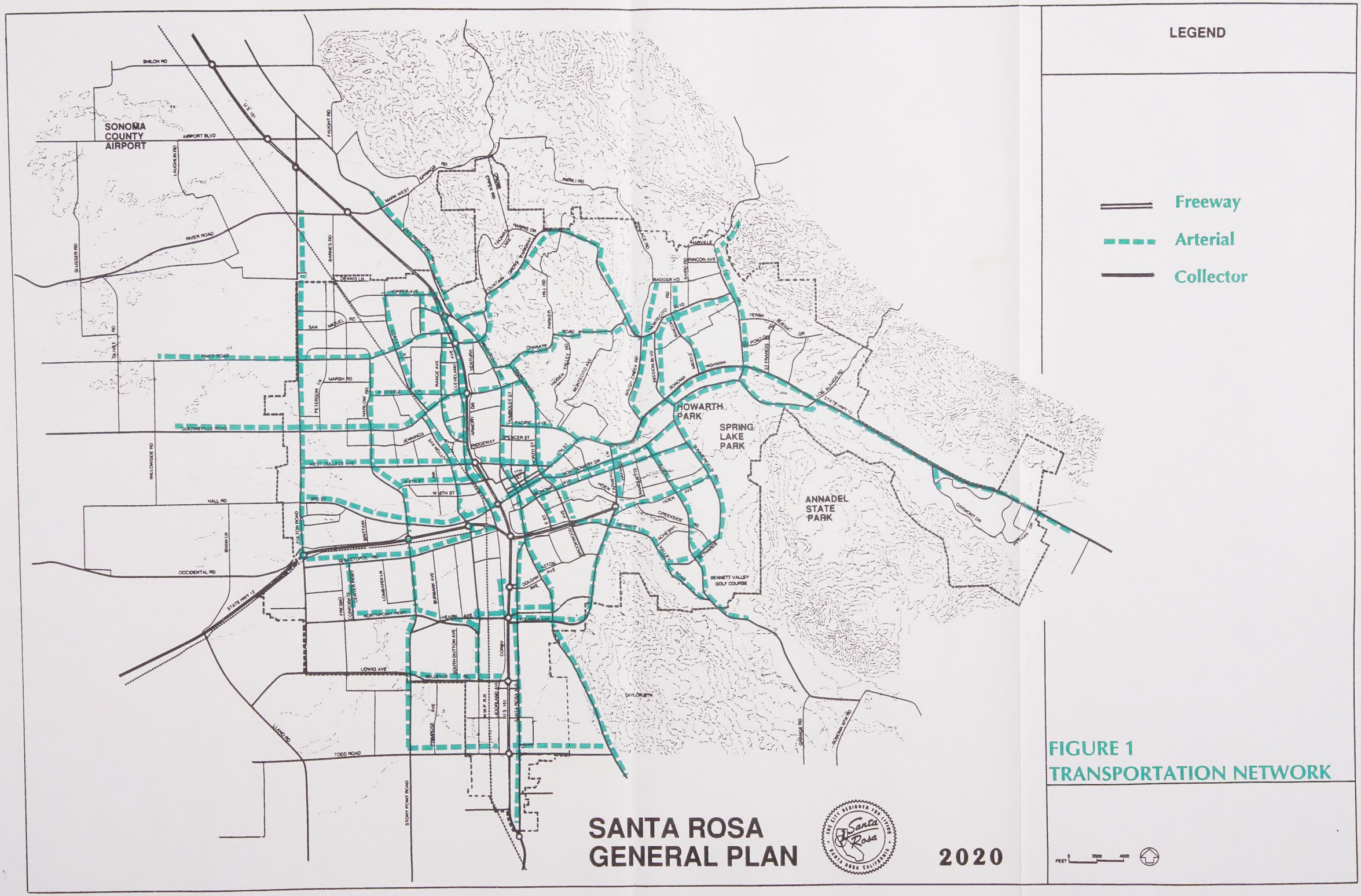
[TCA-1c] Encourage relocation of flight paths to avoid population centers such as Santa Rosa.

[TCA-1d] Support efforts at the Sonoma County Airport to minimize negative side effects of air transportation

such as surface street congestion, air pollution, noise and safety concerns.

TRANSPORTATION AND CIRCULATION ELEMENT

APPENDIX


LEGEND
Freeway
Arterial
Collector
SONOMA COUNTY AIRPORT
HOWARTH PARK
SPRING LAKE PARK
ANNADEL STATE PARK
BENNETT VALLEY GOLF COURSE
SANTA ROSA GENERAL PLAN
2020
FIGURE 1
TRANSPORTATION NETWORK

PLANNED ARTERIAL STREETS

Two Lane Arterials

Airway Drive
Bennett Valley Road
Brookwood Avenue (Sonoma Avenue to Aston Ave.)
Brush Creek Road
Bryden Lane
Calistoga Road (North of Montecito Blvd. and Highway 12 to Montgomery Dr.)
Chanate Road (Franklin Ave. to Montecito Ave.)
Coffey Lane
E Street (Sonoma Avenue to Bennett Valley Rd.)
Fountaingrove Parkway (with merge lanes)(Stage Coach to Brush Creek Road)
Hearn Avenue (Stony Point Rd. to Dutton Ave.)
Industrial Drive
Los Alamos Road (Highway 12 to Montgomery Dr.)
Middle Rincon Road
Montecito Avenue (Chanate Rd. to Fountaingrove Pkwy.)
Montgomery Drive (except Summerfield Rd. to Mission Blvd.)
Ninth Street (North Dutton Ave. to Morgan St.)
Olive Street
Sonoma Avenue (Farmers Ln. to Summerfield Rd.)
Pacific Avenue
Railroad Street
Third Street (E St. to Montgomery Dr.)
West Steele Lane (McBride Ln. to Marlow Rd.)
West Third Street (Apple Creek Ln. to Stony Point Rd.)
Wilson Street
Yulupa Avenue (Montgomery Dr. to Sonoma Ave.)

Three Lane Arterials

Farmers Lane (Petaluma Hill Rd. to Kawana Springs Rd.)
Kawana Springs Road
Third Street (B St. to E St.)
Yolanda Avenue

Four Lane Arterials

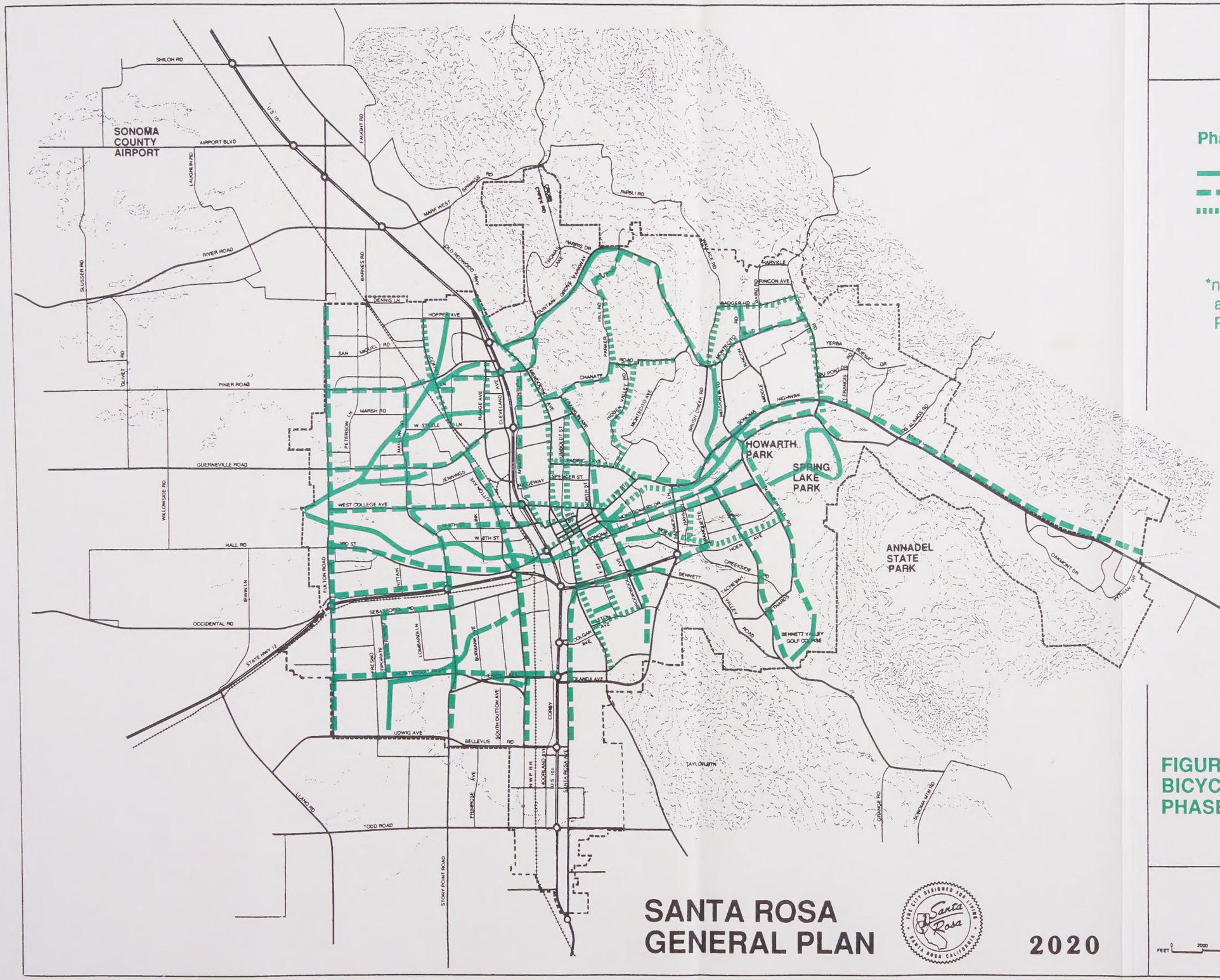
Bethards Drive
Bellevue Avenue
Bicentennial Way

Brookwood Avenue (College Ave. to Sonoma Ave.)
Calistoga Road (Montecito Blvd. to Highway 12)
College Avenue
Chanate Road (Mendocino Ave. to Humboldt St.)
Cleveland Avenue
Corby Avenue (Baker Ave. to Hearn Ave.)
Corporate Center Parkway (Northpoint Pkwy to Sebastopol Rd.)
Dutton Avenue (Hearn Ave. to Bellevue Ave.)
E Street (College Ave. to Sonoma Ave.)
Farmers Lane (Fourth St. to Kawana Springs Rd.)
Fountaingrove Parkway (Mendocino Ave. to Stage Coach Rd.)
Fourth Street (E St. to Brush Creek Rd.)
Fulton Road
Franklin Avenue (Lewis Rd. to North St.)
Guerneville Road
Hearn Ave. (East of Dutton Ave.)
Highway 12 (Brush Creek Rd to Pythian Rd.)
Hoen Avenue (Cypress Way to Summerfield Rd.)
Hoen Frontage Road
Hopper Avenue (Coffey Ln. to Cleveland Ave.)
Lewis Road
Marlow Road
Mendocino Avenue
Mission Boulevard
Montecito Boulevard
Montgomery Drive (Summerfield Rd. to Mission Rd.)
North Street
Northpoint Parkway (East of Corporate Center Pkwy.)
Oakmont Drive (Highway 12 to White Oak Dr.)
Petaluma Hill Road
Piner Road
Range Avenue
Santa Rosa Avenue
Sebastopol Road
Sonoma Avenue (Santa Rosa Ave. to Farmers Lane)
Steele Lane (McBride Ln. to Mendocino Ave.)
Stony Point Road (West Third St. to Guerneville Rd. and Sebastopol Rd. to Todd Rd.)
Summerfield Road (North of Bethards Dr.)
Third Street (Apple Creek Ln. to B St. and Fulton Rd. to Stony Point Rd.)
Todd Road (Stony Point Rd. to Santa Rosa Ave.)
West Ninth (Stony Point Rd. to Dutton Ave.)
Yulupa Avenue (South of Sonoma Ave.)
N. Wright Road (North of Sebastopol Rd.)

Six Lane Arterial

Stony Point Road (Sebastopol Rd. to West Third St.)

Note: The number of lanes indicated is travel lanes only and does not include turn lanes. Lane widths indicated are for 2020. Interim improvements may occur, especially in established areas.



LEGEND

BIKEWAYS

Phase 1

- Class I
- Class II
- Class III

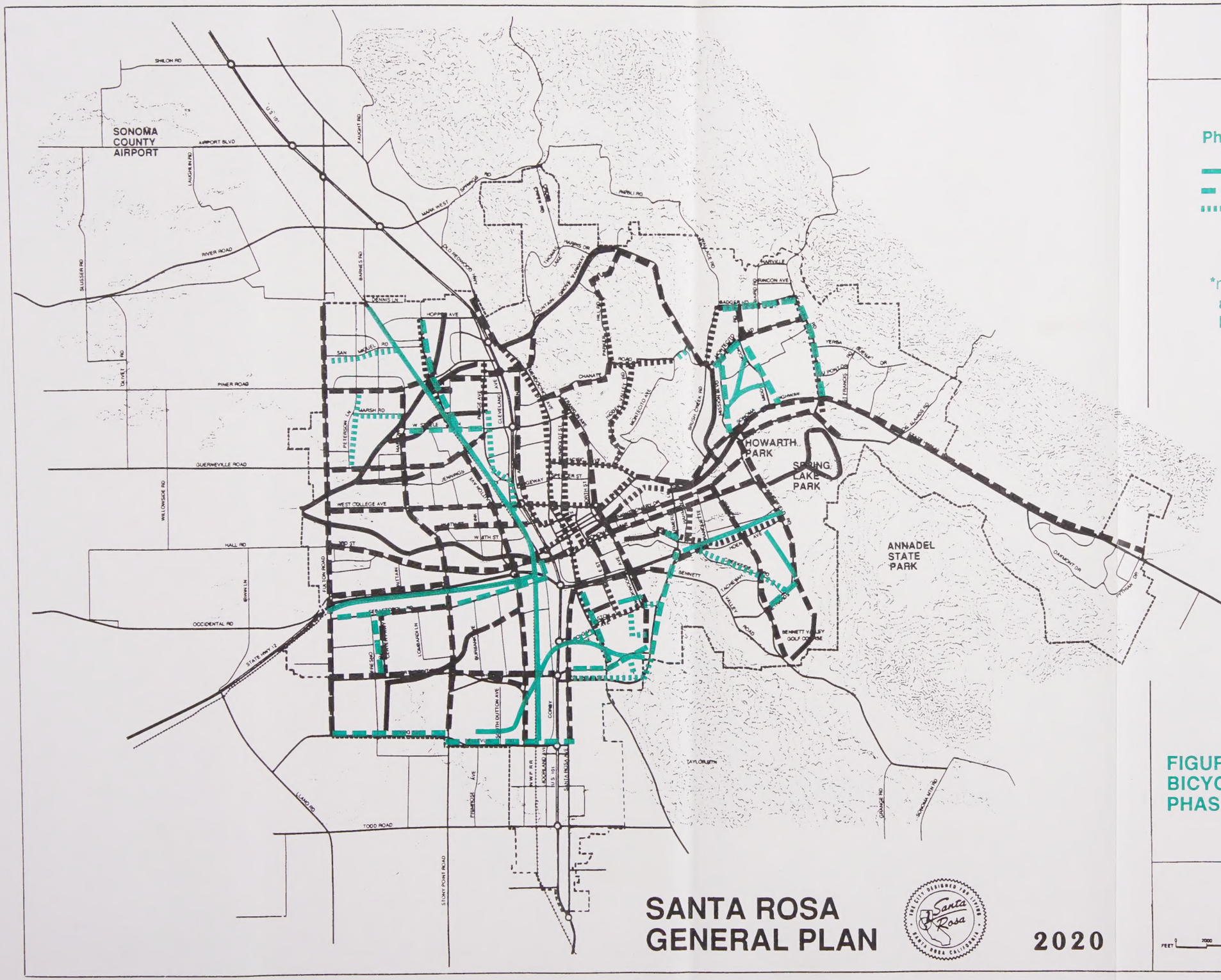
*note: Class 3 bikeways in S.W. area are shown on S.W. Area Plan.

FIGURE 2
BICYCLE FACILITIES
PHASE 1

SANTA ROSA GENERAL PLAN

THE CITY DESIGNED FOR LIVING · Santa Rosa · SANTA ROSA CALIFORNIA

2020



LEGEND

BIKEWAYS

Phase 2

Class I
Class II
Class III

*note: Class 3 bikeways in S.W. area are shown on S.W. Area Plan.

FIGURE 3
BICYCLE FACILITIES
PHASE 2

SANTA ROSA
GENERAL PLAN

2020

FEET 0 2000 4000

PHASE I BIKEWAY PRIORITIES

Bike Paths (Class I)

Santa Rosa Creek East
Piner/Paulin Creek
Santa Rosa Creek West
Roseland Creek
Summerfield
Howarth-Spring Lake

Bike Lanes (Class II)

West Third-Sonoma Avenue
Santa Rosa-Mendocino-Old Redwood Highway
West College-Sonoma Highway
Stony Point-Marlow
Santa Rosa Creek East
Franklin-North-Brookwood
Ventura-Armory
Dutton
Piner/Paulin Creek
Fulton-Wright
West Ninth-Seventh
Yulupa-Brush Creek
Montgomery
Northpoint-Hearn
Summerfield
Roseland Creek
Guerneville Road
Piner-Fountaingrove
Occidental Road
E Street

Bike Routes (Class III)

West Third-Sonoma Ave.
Santa Rosa-Mendocino
West College-Sonoma Highway
Ventura-Armory
Humboldt
West Ninth-Seventh
Pacific-Bryden
Hopper
Monte Verde
South Hendley

PHASE 2 BIKEWAY PRIORITIES

Bike Paths (Class 1)

Colgan Creek
Piner-Fountaingrove
Hoen-Creekside-Bethards
Austin-Ducher Creeks
Sierra Creek
Peterson Creek
Highway 101 Overcrossing
Newhall Bikeway
Northwestern Pacific
Kawana Springs-Farmers Lane-Santa Rosa 12
P&SR/NWP Branch

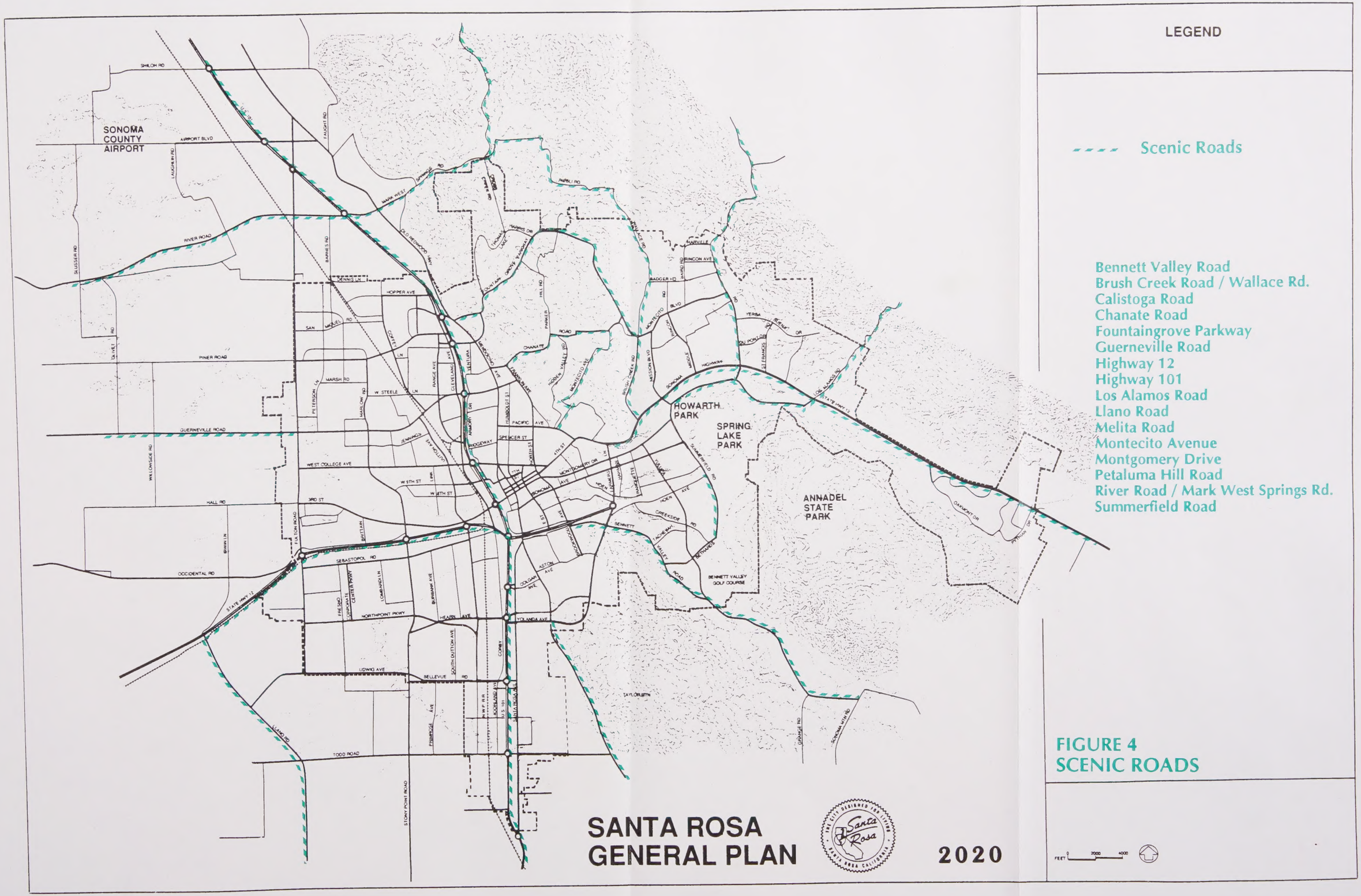
Bike Lanes (Class II)

Sebastopol Road
Petaluma Hill
Mission Boulevard
Hidden Valley-Parker Hill
Ludwig-Bellevue
Hoen-Creekside-Bethards
Coffey
Chanate-Montecito-Administration
Badger-Calistoga
West Steele
Fresno
Corporate Center
Middle Rincon
Kawana Springs-Farmers Lane-Santa Rosa 12

Bike Routes (Class III)

Range-Cleveland
Parker Hill-Hidden Valley
Hoen-Creekside
Chanate-Montecito
San Miguel
Los Alamos
Hahman
Peterson-Marsh

Phase 1 improvements are targetted for completion in 2003; Phase 2 improvements are targetted for completion in 2010.


LEGEND
Scenic Roads
Bennett Valley Road
Brush Creek Road / Wallace Rd.
Calistoga Road
Chanate Road
Fountaingrove Parkway
Guerneville Road
Highway 12
Highway 101
Los Alamos Road
Llano Road
Melita Road
Montecito Avenue
Montgomery Drive
Petaluma Hill Road
River Road / Mark West Springs Rd.
Summerfield Road
SONOMA COUNTY AIRPORT
HOWARTH PARK
SPRING LAKE PARK
ANNADEL STATE PARK
BENNETT VALLEY GOLF COURSE
SANTA ROSA
GENERAL PLAN
2020
FIGURE 4
SCENIC ROADS

PUBLIC SERVICES AND FACILITIES ELEMENT

A. INTRODUCTION AND VISION

The purpose of this element of the general plan is to plan for a variety of public service needs, including parks and recreation, school facilities, libraries, police and fire protection, garbage removal and recycling, and water and wastewater services.

In 2020, Santa Rosa residences are within one-half mile of a neighborhood park and within one mile of a community park. Play fields accommodate youth and adult recreation needs. School facilities are important parts of neighborhoods, providing not only educational and recreational opportunities but serving as community gathering places and focal points. Recycling efforts significantly reduce the amount of garbage reaching landfills. Use of reclaimed water also has expanded, irrigating farmland, golf courses, and parks. Public services are available to serve Santa Rosa residents.

B. BACKGROUND

PARKS AND RECREATION

As Santa Rosa has grown, the community has emphasized the need for attractive open spaces for both active and passive uses. The handsome older parks in the east side of the City are part of the identity of that area, and as other areas grow, new parks are being developed for the needs of all age groups and interests.

In 1996, Santa Rosa has 455 acres of park land in neighborhood and community parks. (Note: Southwest Community Park is operated by Sonoma County). The table titled Parks and Recreation Facilities, in the appendix to this element, lists the existing park sites and special recreational facilities, such as golf courses, the senior center, and community club houses. Spring Lake Regional Park and Annadel State Park, 404 and 5,000 acres respectively, are also listed, even though they are not City owned, because they are such essential elements of the City's park and open space opportunities. The location of existing and projected park facilities is illustrated on Figure 5 in the appendix.

The configuration of existing facilities is shown on the General Plan Diagram, while smaller and proposed facilities are indicated by symbols. Projected park locations are not parcel specific; they indicate a park should be sited in the vicinity.

Neighborhood park facilities serve the neighborhoods and the City quadrant in which they are located. Neighborhood parks are generally located within about

one-half mile of all residents and do not exceed ten acres. Most are considerably smaller than that. The General Plan Diagram designates 31 new neighborhood parks. The target size for neighborhood parks is 4 - 5 acres.

Community parks serve the entire City. Generally, existing community parks range from about 15 to 25 acres and accommodate specialized recreational facilities, such as tennis courts and lighted ball fields. All Santa Rosa residents live within about one mile of a community park. The General Plan calls for an 80 acre expansion of Santa Rosa Youth Community Park, and 3 new community parks: a 25 acre park in the southwest, an 18 acre active park (plus 22 acres of adjacent open space) in the southeast, and a 33 acre park in Fountaingrove.

If all parks designated on the General Plan Diagram are acquired and developed, and accessible open space and school recreational land are counted, Santa Rosa will have approximately 6 acres of park land, excluding Annadel and Spring Lake regional parks, per one thousand residents in 2020.

About 200 acres of open space areas can be expected in 2020, including trails along the City's creeks, some hillside areas, and other open spaces which meet the criteria set forth in City Code Chapter 19-70.

Community centers and swim facilities are continuing needs in Santa Rosa. During public meetings held for the General Plan Revision, there was considerable discussion about the need for swimming pools, particularly in east Santa Rosa. The need for play fields and skateboard facilities was also identified.

Two community centers, the Steele Lane Community Recreation Center and the Finley Community Center, now serve Santa Rosa. A Community Center Feasibility Study (1989) recommended another center be located in an existing community park in east Santa Rosa. The Study also identified a state standard of one community center per 25,000 persons.

The Aquatics Master Plan Update (1988) recommends two new swim centers in Santa Rosa in addition to the Ridgway facility; one swim center was completed at Finley Community Park, and a second facility was recommended in east Santa Rosa.

A Recreation and Parks Needs Assessment Study (1994) was completed to determine utilization of and satisfaction with recreation and park services, willingness to pay for recreation programs, and how well special needs populations are served with recreation programs. The report found that Santa Rosa's recreation programs receive considerable use by all age groups and that

users are satisfied with programs offered. More programs for teens and special needs populations such as seniors and the disabled were recommended.

Santa Rosa's decision making bodies and departmental staffs can make the most informed decisions about parks and recreational services if they have adequate input from local citizens. When major issues arise, the Department of Recreation and Parks and/or the Department of Community Development will continue to schedule neighborhood meetings to solicit public opinion.

At all times, public input is invited by the staffs of these City departments. Regular public hearings held by the Planning Commission and the Board of Community Services provide opportunities for citizen testimony on issues relating to public facilities and services.

PUBLIC SERVICES

The City of Santa Rosa provides a number of services upon which the community depends. Such community services include the provision of water, the disposal of wastewater, and the aid of police and fire units. Garbage collection and recycling, though not City-provided services, are related community functions.

The City also works in cooperation with the seven school districts which enroll students in the Urban Boundary as well as the Sonoma County library administration, which operates three libraries: downtown, Coddingtown and Rincon Valley.

In 1996, 28 public elementary schools, five middle schools, and four high schools are located in the Urban Boundary. Maria Carrillo High School is under construction at Calistoga Road and Montecito Boulevard. Middle and high school education is provided by the Santa Rosa High School District for all elementary districts.

The table titled Existing and Projected Public Schools, in the appendix to this element, lists existing and planned sites and provides the identification numbers for finding the sites on the figure titled Schools: Existing and Projected.

While the General Plan Diagram recommends locations for new schools, the districts are not required to obtain approval by the City of Santa Rosa. The projected locations are not specific: they indicate that a school is needed in the vicinity. Continued day-to-day planning cooperation between the City and the school districts, as proposed above, is the best means of integrating the actions of all parties toward common goals.

Provision of basic public services including police and fire protection, garbage removal and recycling, water and wastewater services, must be programmed to serve the projected 2020 population.

C. GOALS AND POLICIES

PARKS AND RECREATION

GOAL PSF1: Provide recreational facilities and parks for all sectors of the community

POLICIES:

[PSF-1a] Provide the recreation and park facilities and services needed by different neighborhoods and by various segments of the population including specific age groups, persons with special physical requirements, and groups interested in particular activities, and make these facilities and services easily accessible and affordable to users.

[PSF-1b] Acquire and develop new park facilities to achieve the goal of 6 acres of park land per thousand residents. Approximately 1,137 acres of City parks, school recreational land and open space will be available in 2020. (See the appendix at the end of this element for further discussion of the park ratio).

[PSF-1c] Continue park planning efforts to acquire and develop small neighborhood park facilities within walking distance of all Santa Rosa residences. At most, "walking distance" is one-half mile.

Such facilities will have varying levels of improvements. Some may include play equipment, landscaping, seating or picnic areas, or just turf.

[PSF-1d] Consider those neighborhoods with the greatest park deficiencies as those to receive highest priority for park development. The Capital Improvement Program identifies areas where funds are set aside for new park facilities.

[PSF-1e] Select park sites in highly visible locations for safety and to enhance the visual quality of neighborhoods.

[PSF-1f] Provide community park facilities with a variety of recreational facilities including community centers, swim centers and ball fields. Community parks should be approximately 25 acres in size within one mile of every residence.

[PSF- 1g] Acquire park sites adjacent to existing and proposed schools, where possible, and develop these sites as joint use facilities.

[PSF-1h] Integrate citywide plans for bicycle and pedestrian path networks with local and regional park plans, so that users can safely and comfortably reach the full range of public open spaces.

[PSF-1i] Create a downtown creek park and creek promenade to connect downtown to Railroad Square. (The Santa Rosa Creek Master Plan provides more detail on these topics).

[PSF-1j] Hold neighborhood meetings when new facilities are proposed to discuss major recreation and parks issues and solicit comments from groups and individuals with special needs, including those unable to attend public meetings. Incorporate the community sentiments into ongoing recreation and parks planning and into the periodic updates of the general plan.

[PSF-1k] Allow location of golf course facilities outside the Urban Boundary in Community Separators and find this use and its accessory structures consistent with the Community Separator Concept. Such proposals must ensure that: accessory buildings such as clubhouses must be unobtrusive to the Separator and should not be a highly visible feature of the development; only non-illuminated facilities would be permissible; driving ranges not accessory to a golf course would not be permissible; and landscaping shall be used to ensure screening and a sense of open space.

[PSF-1l] Develop athletic fields to accommodate the growing community need for such facilities.

[PSF-1m] Encourage the provision of private play space for children in small lot subdivisions and multifamily developments. Play space shall be provided on each lot or in open space areas as part of the development project.

[PSF-1n] Work with community organizations to develop a mentoring program, involving youth and adults in recreational activities. The purpose of such a program is to provide youths, particularly teens, an opportunity to interact with adults.

[PSF-1o] Urge the Sonoma County Agricultural Preservation and Open Space District to make acquisition of Taylor Mountain a high priority for district funds.

[PSF-1p] Protect the Annadel and Spring Lake regional parks from intrusion by inappropriate uses, such as highways, recreation facilities that require very large parking lots, etc. Conserve the biotic systems in those parks.

GOAL PSF2: Ensure adequate funding for recreation and parks improvements and maintenance

POLICIES: [PSF-2a] Project acquisition and maintenance costs for new facilities and seek necessary funding.

[PSF-2b] Evaluate the in-lieu fees allowed under the Quimby Act for park acquisition annually to ensure sufficient funds to acquire parks consistent with General Plan acreage goals.

[PSF-2c] Consider collecting park fees from major commercial and industrial developments whose work forces and clients impact the City environment.

[PSF-2d] Charge reasonable user fees for specialized recreational facilities that are capital or labor intensive.

[PSF-2e] Discourage the substitution of private recreational facilities, such as swimming pools and tennis courts, for park dedication or in-lieu payments for parks.

[PSF-2f] Encourage innovative approaches for maintenance of parks and open space areas, such as school, neighborhood, or business sponsorships and partnerships.

PUBLIC SERVICES

GOAL PSF3: Provide superior educational opportunities for children and other age groups

POLICIES: [PSF-3a] Assist the various school districts to develop school sites and facilities to serve all neighborhoods in the City and to respond to the educational needs of various sectors of the population.

[PSF-3b] Integrate the planning efforts of the City and the school districts by assisting the school districts to locate school facilities which will allow safe pedestrian access and designing facilities which are attractive and contribute to neighborhood identity and pride; and maintaining good communication between the City and the school districts on all matters pertaining to the need for and the provision of school sites and facilities.

[PSF-3c] Require projects which include legislative acts (i.e., general plan amendment, rezoning) to reach negotiated agreements with school districts to pay impact fees to provide land/facility improvements commensurate with the school district's documented needs and the impacts created by the proposed development. Agreements must be made prior to final action on the legislative act.

[PSF-3d] Continue cooperation between the City of Santa Rosa and the Santa Rosa Junior College administration to further the accessibility to and the quality of local community college education and encourage the

improvement of campus parking in order to reduce parking impacts on adjacent neighborhoods.

GOAL PSF4: Provide library facilities necessary to meet the needs of the community

POLICIES: [PSF-4a] Provide a wide range of library services through a strong central facility and the local branches that will be needed to serve a growing and varied population.

[PSF-4b] Encourage the development of additional library facilities and assist the library administration by supporting efforts to secure State and Federal funds for facilities and services; encouraging community shopping centers and other major developments to incorporate sites and/or building spaces for branch facilities, when the locations coincide with the library administration's master plan; and exploring new ways in which the City can support the goal of expanded facilities and services.

GOAL PSF5: Provide public services to meet citizen needs

Water and Wastewater Services

POLICIES: [PSF-5a] Utilize high quality water from the Sonoma County Water Agency (SCWA) aqueduct system as the primary water supply.

[PSF-5b] Increase the maximum monthly withdrawal from the Sonoma County Water Agency from 50 mgd to 56.6 mgd.

[PSF-5c] Ensure wastewater treatment plant capacity is in place prior to occupancy of new housing units.

[PSF-5d] Maintain existing levels of water and wastewater service by preserving and improving infrastructure, replacing water and sewer mains as necessary, and improving water transmission facilities.

[PSF-5e] Decline requests for extension of sewer and water services beyond the Urban Boundary, except in cases

of existing documented health hazards and in areas where the City has agreements to provide services. Agreements include: South Wright, Industry West, South Park, Willowside, and Airport Interceptor.

[PSF-5f] Develop a technically and financially feasible management and funding plan for the use of wastewater produced by the Subregional System in excess of its commitment to the Geysers for the purposes of agricultural irrigation, urban reuse, and restoration projects.

Police and Fire Services

[PSF-5g] Provide for citizen safety through expedient response to emergency calls.

[PSF-5h] Consider collaboration with other local jurisdictions in the provision of some police and fire services where it can improve service levels and is cost effective.

[PSF-5i] Encourage the use of fire protection measures such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.

[PSF-5j] Provide for the safety of Santa Rosa citizens by maintaining an efficient, well trained police force.

[PSF-5k] Assist neighborhoods and increase community contact through the Neighborhood Oriented Policing Program.

Garbage and Recycling Services

[PSF-5l] Continue contracting for garbage and recycling services.

[PSF-5m] Expand recycling efforts at multi-family residential and commercial projects and continue to encourage recycling by all residents.

[PSF-5n] Require provision of attractive, convenient recycling bins and trash enclosures in residential and non-residential development.

PUBLIC SERVICES AND FACILITIES ELEMENT

APPENDIX

Parks

1. Bicentennial	6
2. Brendon	2
3. Brush Creek	3
4. Burbank Gardens	1.5
5. Burbank Playground	5
6. Coffey	5
7. Courthouse Square	2
8. DeMeo	1
9. Doyle	22
10.Dutch Flohr	2
11. Eastside	.5
12. Finley	22
13. Fir Ridge	1
14. Franklin	13
15. Fremont	2
16. Galvin	22
17. Hidden Valley	8
18. Howarth	152
19. Humboldt Street	.5
20. J.X. Wilson	5
21. Jacobs Memorial	8
22. Jennings	6
23. Juilliard	9
24. M.L. King	8
25. Live Oak	5
26. Matanzas	1
27. Mesquite	5
28. North	1
29. Northwest	25
30. Oak Lake Green	7
31. Olive	1
32. Peter Springs	1
33. Peterson Lane	5
34. Pioneer	5
35. Railroad	.5
36. Rea Street	.5
37. Rincon Valley	25
38. Skyhawk	17.5
39. Rinconada	3
40. Sonoma Avenue	2
41. South Davis	1
42. Southwest (County)	19
43. Steele Lane	3
44. Strawberry Park	4
45. Tanglewood	8
46. Youth Community	6
47. Westgate	3

Total Developed Park Acres 455

Undeveloped Acreage

Cook School Park	1
Youth II	16
Upper Brush Creek	10
Thomas Lake Harris Dr.	6
Fountaingrove	33
Taylor Meadows	3

Total Undeveloped Acres 69

Special Facilities

Bennett Valley Golf Course 152 acres
Burbank Homes & Gardens

Church of One Tree Museum

Finley Recreation Center
Steele Lane Recreation Center

Finley Aquatic Center
Ridgway Swim Center

Benton Clubhouse
Doyle Park Clubhouse
Franklin Park Clubhouse
Santa Rosa Senior Center

County & State Facilities

Spring Lake County Park	404 acres
Annadel State Park	5,000 acres

Existing and Projected Public Schools

Existing Schools

Map ID	District and School Name
Bellevue	
A	Bellevue
B	Kawana
Bennett Valley	
C	Strawberry
D	Yulupa
Piner-Olivet	
E	Piner
F	Olivet
G	Schaefer
Rincon Valley	
H	Binkley
I	Madrone
J	Matanzas
K	Sequoia
L	Spring Creek
M	Village
N	Whited
Roseland	
O	Roseland
P	Sheppard

Projected Schools

Map ID	District
Bellevue	
NN	3 Elementary
OO	
PP	
Piner-Olivet	
QQ	1 Elementary School
Rincon Valley	
RR	1 Elmentary School

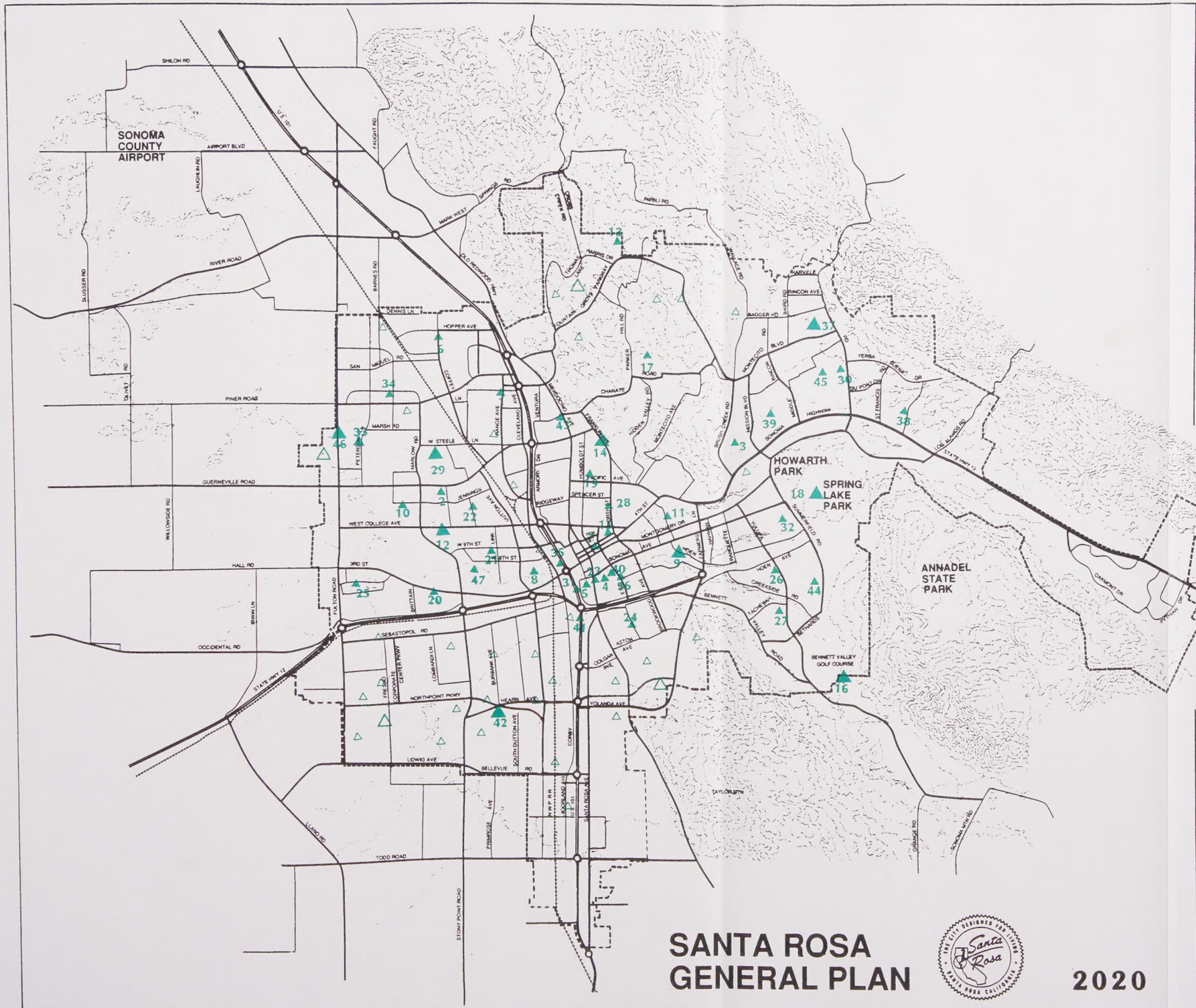
Existing Schools

Map ID	District and School Name
Santa Rosa City	
Q	Biella
R	Brook Hill
S	Burbank
T	Doyle Park
U	Fremont
V	Hidden valley
W	Lehman
X	Lincoln
Y	Monroe
Z	Proctor
AA	Steele Lane
BB	L. Cook Junior High
CC	H. Comstock Junior High
DD	Rincon Valley Junior High
EE	Herbert Slater Junior High
FF	Montgomery High School
GG	Piner High School
HH	Santa Rosa High School
II	Elsie Allen High School
JJ	Maria Carrillo High School
Wright	
KK	J.X. wilson
LL	Wright
MM	Robert L. Stevens

Projected Schools

Map ID	District
Santa Rosa City	
SS	1 Elementary
Wright	
TT	2 Elementary
UU	

Sources: Sonoma County Office of Eduation; bellevue School District; Bennett Valley School District; Piner-Olivet School District; Rincon Valley School District; Santa Rosa City School District; Wright School District.



LEGEND

PARKS

Existing	Proposed	Type
▲	△	Neighborhood
▲	△	Community

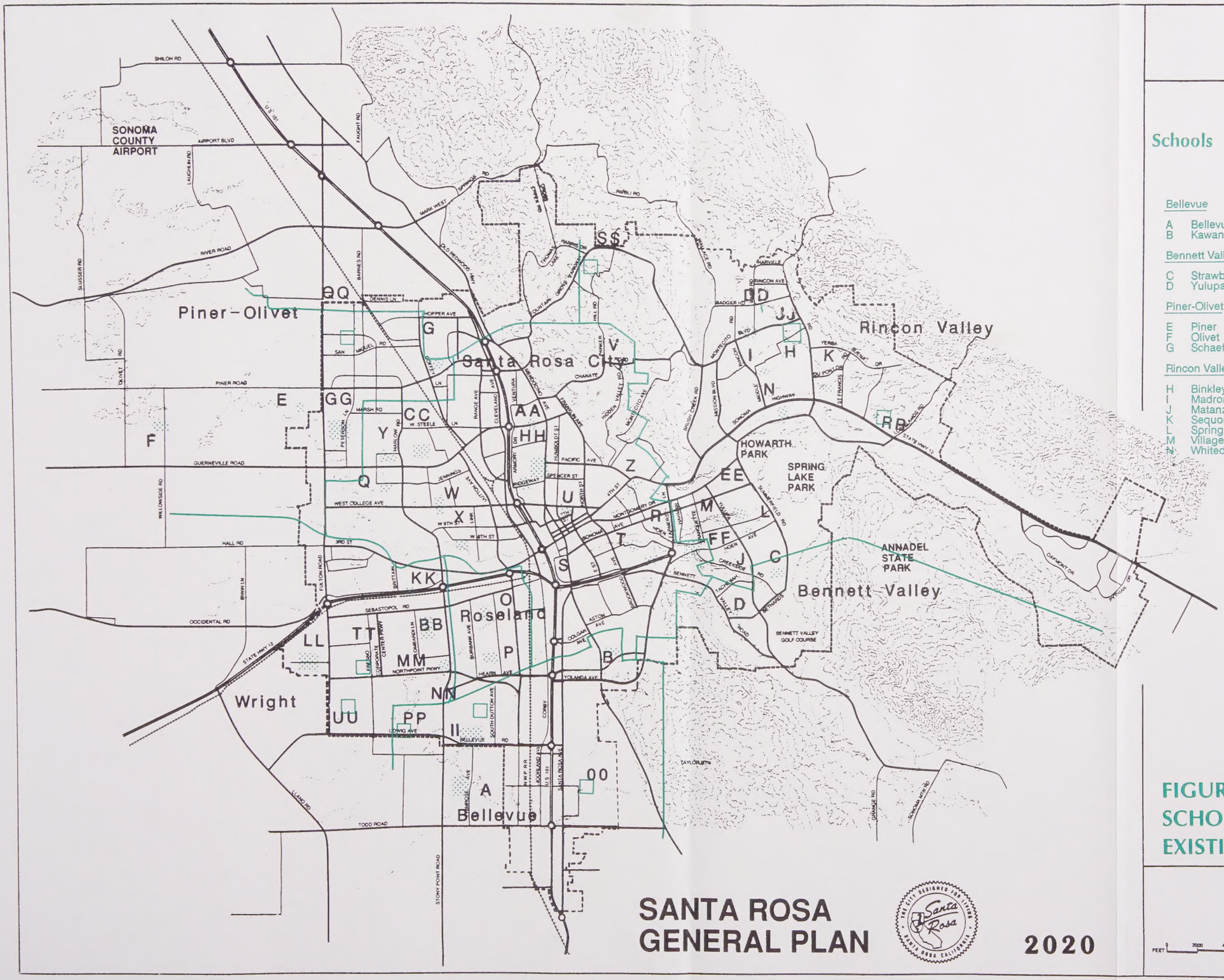
Parks

1. Bicentennial
2. Brendon
3. Brush Creek
4. Burbank Gardens
5. Burbank Playground
6. Coffey
7. Courthouse Square
8. DeMeo
9. Doyle
10. Dutch Flohr
11. Eastside
12. Finley
13. Fir Ridge
14. Franklin
15. Fremont
16. Galvin
17. Golden Valley
18. Howarth
19. Humboldt Street
20. J.X. Wilson
21. Jacobs Memorial
22. Jennings
23. Juilliard
24. M.L. King
25. Live Oak
26. Matanzas
27. Mesquite
28. North
29. Northwest
30. Oak Lake Green
31. Olive
32. Peter Springs
33. Peterson Lane
34. Pioneer
35. Railroad
36. Rea Street
37. Rincon Valley
38. Skyhawk
39. Rinconada
40. Sonoma Avenue
41. South Davis
42. Southwest (County)
43. Steele Lane
44. Strawberry Park
45. Tanglewood
46. Youth Community
47. Westgate

FIGURE 5
PARKS:
EXISTING AND PROJECTED

SANTA ROSA GENERAL PLAN

2020



LEGEND

Schools Existing: Proposed:

Bellevue

- A Bellevue
- B Kawana

Bennett Valley

- C Strawberry
- D Yulupa

Piner-Olivet

- E Piner
- F Olivet
- G Schaefer

Rincon Valley

- H Binkley
- I Madrone
- J Matanzas
- K Sequoia
- L Spring Creek
- M Village
- N Whited

Roseland

- O Roseland
- P Sheppard

Santa Rosa City

- Q Biella
- R Brook Hill
- S Burbank
- T Doyle Park
- U Fremont
- V Hidden Valley
- W Lehman
- X Lincoln
- Y Monroe
- Z Proctor
- AA Steele Lane
- BB L. Cook Junior High
- CC H. Comstock Junior High
- DD Rincon Valley Junior High
- EE Herbert Slater Junior High
- FF Montgomery High School
- GG Piner High School
- HH Santa Rosa High School
- II Elsie Allen High School
- JJ Maria Carrillo High School

Wright

- KK J.X. Wilson
- LL Wright
- MM Robert L. Stevens

FIGURE 6
SCHOOLS:
EXISTING AND PROJECTED

SANTA ROSA GENERAL PLAN

2020

Community Services - Existing and Expected

City Service	Existing	Expected
Parks	455 acres in 47 parks.	1,137 acres of neighborhood parks, community parks, school recreational land, and accessible open space
	222 acres of school recreational land	
Police	Response Times: Emergency Calls - 6 minutes Urgent Calls - 14 minutes Routine Calls - 32 minutes	The goal is to maintain existing response times.
Fire	Response Times: 4 minute average goal for medical and brush/structural fire calls.	The goal is to maintain existing response times.
Water	50 mgd allotment from Sonoma County Water Agency	56.6 mgd allotment from Sonoma County Water Agency.
Wastewater	Treatment plant capacity - 18.65 mgd average dry weather flow (includes Oakmont).	Treatment capacity - 21.2 mgd average dry weather flow (includes Oakmont).
Other Public Agency Service		
Schools	7 school districts with: 28 elementary schools 5 middle schools 4 high schools	7 school districts with: 36 elementary schools 5 middle schools 5 high schools
Libraries	3 library facilities: Downtown, Coddingtown and Rincon Valley	4 library facilities: Downtown,Coddingtown, Rincon Valley and a branch in Southwest Santa Rosa.
Garbage Collection/ Recycling	The City contracts with a private waste company to collect garbage and recyclables. Curbside recycling of glass, news-paper and aluminum for single-family development and some multi-family buildings.	Continued waste collection with expansion of recycling more multi-family and commercial buildings. Some customers may be involved in composting programs.

General Plan policy [PSF-1b] sets forth Santa Rosa's park standard as 6 acres of park land per one thousand residents. Park land includes City parks, school recreational land, and open space.

The ratio of City parks, school recreational land and open space - and hence the exact acreages - shall be determined annually by City Council resolution. For example, based on the 1995 population and existing park acreage, the ratio is:

Park Type	Ratio per 1,000 Residents	2020 Acreage
City Parks	3.5 acres	663
School Recreational Land	1.4 acres	265
Accessible Open Space	1.1 acres	209

(Explanation: In 1995, the ratio of existing neighborhood and community parks (including a partial credit for owned but undeveloped parks) is 3.5 acres per 1,000 residents, and open space is assumed to contribute 209 acres or 1.1 acres per 1,000 residents. Therefore, usable school recreational land would be 1.4 acres per 1,000 residents to achieve the 6 acre per 1,000 residents park standard. The above ratios and acreages are an example and may be changed annually by City Council resolution to reflect the currently existing ratios of park land to residents.)

The ratio of City parks per thousand residents is used to calculate park fees pursuant to the dedication requirement, as set forth in City Code Chapter 19-70.

OPEN SPACE AND CONSERVATION ELEMENT

A. INTRODUCTION AND VISION

The Open Space and Conservation Element is concerned with a range of crucial environmental issues, including open space protection, air and water quality, and the conservation of creek corridors, hills, vegetation, wildlife habitats, agricultural soils and mineral resources. Many of these issues are interrelated in complex ways.

In 2020, resources such as waterways, wetlands, vegetation, wildlife, and air quality are preserved and protected for Santa Rosa residents through controlling of urban sprawl and concentrated urban development as intended by the 1996 Initiative. Some waterways are restored to a natural state, and riparian habitats are reestablished. Paths line many waterways, providing recreation and transportation opportunities. Open space areas acquired around and within the City are a valuable resource to urban Santa Rosa. Water conservation efforts continue to reduce existing flows to the wastewater treatment plant. Air quality is high due to use of cleaner fuels and increased transit use.

B. BACKGROUND

Santa Rosa and the surrounding countryside have a great variety of natural environments. The distinct landscapes include ridges and hillsides, the Santa Rosa Plain and the Laguna de Santa Rosa. Streams link these landscapes and create their own rich ecosystem of land and water. Open spaces in and around Santa Rosa enhance its quality of life. Thus, the City desires to grow within its designated Urban Boundary while retaining open space Community Separators with agricultural and rural residential uses between Santa Rosa and its neighboring cities.

The conservation issues faced by Santa Rosa and the region form a microcosm of the environmental issues that are confronting people on a global scale. The Open Space and Conservation Element addresses some of the ways in which the community can respond to those issues. Figure 7, Creeks, Vernal Pools, Lakes, and Reservoirs in the appendix to this element, depicts resources located within the Planning Area.

WATERWAYS

Waterways are irreplaceable community assets. Many of Santa Rosa's waterways have been degraded for flood control and drainage purposes, though many streams have remained relatively natural.

Restoration and enhancements of water courses benefits aquatic and riparian habitat, controls erosion and stabilizes creek banks, improves an area's appearance, and reduces maintenance needs.

The Santa Rosa Waterways Plan (1996) provides guidelines, policies, and criteria for protecting and enhancing streams in Santa Rosa. The Santa Rosa Creek Master Plan (1993) envisions preservation of healthy portions of Santa Rosa Creek, restoration of degraded areas and reestablishment of parts of the creek as a place for human use. Both of these documents should be consulted for more information on creek conservation and restoration.

WETLANDS AND VERNAL POOLS

The ecological importance of wetlands and vernal pools has been realized in recent years. Because of their transitory nature, they were often looked upon as dispensable natural features. Vernal pools' significance as inland wetlands is now apparent, however, and a national effort is underway to preserve existing vernal pools and restore modified ones, so that they can continue their function as nurseries and habitats for plants and animals.

The Santa Rosa Plain Vernal Pool Ecosystem Preservation Plan (1995), a collaborative planning effort of federal, state, and local agencies, is designed to protect the diverse plant and animal life of the vernal pool ecosystem while still allowing development to occur. The Plan identifies areas within the Santa Rosa Plain which may support or contain vernal pool ecosystem habitat, areas which should be considered as potential preserves, and addresses the regulatory process for development in areas containing wetland resources.

PLANTS AND ANIMALS

The Santa Rosa area contains a variety of vegetation and animal life. Habitat types include freshwater marshes, coastal deciduous woodland streams, northern vernal pools and valley grasslands. At elevations above four hundred feet, chaparral, oak woodland, mixed evergreen forests and Douglas fir forests grow. These habitats provide for a variety of fish, birds, mammals, amphibians, reptiles, and insects, either year around or seasonally. The Santa Rosa region is also home to many plants and animals which are now considered by the California Department of Fish and Game to be rare, threatened, or endangered. Burke's goldfields, Sonoma sunshine, and Sebastopol meadowfoam occur in the Santa Rosa plain and are federal and state listed as endangered.

OPEN SPACE

Policies for the protection of open space surrounding and within Santa Rosa's ultimate Urban Boundary are included in a number of the elements of this general plan: Growth Management; Urban Design; Land Use; Public Services and Facilities; Open Space and Conservation; and Noise and Safety. The goals and functions of open space, as put forth in this general plan, are multifold and include:

1. Visual enjoyment;

2. Conservation of environments and plant and wildlife habitats, including riparian corridors, vernal pools, oak savannas, hillsides and ridges;

3. Watershed;

4. Recreation, including walking, hiking, bicycling and nature observation;

5. Curtailing urban sprawl and maintaining Santa Rosa's identity as a city;

6. Avoiding seismic, flooding, slide and fire hazards; and

7. Conservation of agricultural soils and mineral resources.

Open space should be seen in terms of its long range, multifold values. While specific considerations may focus on limited open space areas for such purposes as drainage, mineral resource protection or bicycling and walking, open space conservation should be integrated as much as possible. Multiple uses can help to protect open spaces from development pressures, and a continuous network of open spaces can be healthier in terms of plant and wildlife habitat than piecemeal open spaces.

WATER CONSERVATION AND QUALITY

Santa Rosa's water supply is of a very high quality, meeting or exceeding all state and federal standards. The City of Santa Rosa receives water primarily from the Russian River through agreement with the Sonoma County Water Agency.

Santa Rosa has a progressive water conservation program. The City has many conservation programs in place, including a water efficient landscape policy, a leak detection program, and a plumbing retrofit program which provides free low flow shower head and faucet aerators. A plumbing rebate program initiated in May 1995 replaced 3500 non-efficient toilets in the first seven months of operation

and resulted in a slight reduction in flows to the sewer treatment plant while the number of connections has increased. Public information regarding water conservation programs is a continuing effort. Publications, speaking engagements, and school presentations help publicize the City's programs.

AGRICULTURAL SOILS

About twenty-four percent of the Planning Area outside the Urban Boundary is considered Prime Agricultural Land, but much of the best soil has already been lost to urban development. In California and in the nation as a whole, the historical pattern of constructing cities on prime soils has resulted in the extensive loss of valuable farmland.

Currently, the main crops in the farmlands surrounding urbanized Santa Rosa are hay, grasses and sheep and cattle grazing. The soils can grow high intensity row crops that would have greater dollar value.

MINERAL RESOURCES

Past mining operations within the Planning Area but outside the Urban Boundary have supplied base rock, subbase, drain rock, and road and fill materials. The locations of these sites are on file at the Sonoma County Department of Permit and Resource Management.

The protection of mineral resources used for building is a matter of general concern. Resources are limited, and as mineral sites give way to urban development, the minerals have to be transported greater distances, increasing costs.

AIR RESOURCES

Santa Rosa enjoys some of the cleanest air in the San Francisco Bay Area Basin (which includes the counties of Napa, Sonoma, Solano, Marin, Contra Costa, San Francisco, Alameda, Santa Clara, and San Mateo) because predominantly northwesterly winds blow contaminants south toward San Francisco.

Santa Rosa currently has one monitoring station, which measures ozone, carbon monoxide, nitrogen dioxide, lead, and sulfates (particulates are not measured). Readings over the past three years indicate that Santa Rosa has not exceeded state standards for any of the contaminant gases.

Santa Rosa is in "attainment" for federal ozone and carbon monoxide standards at the end of 1995. Santa Rosa does not meet state standards for particulate matter.

C. GOALS AND POLICIES

WATERWAYS

GOAL OSC1: Conserve and enhance waterways

POLICIES: [OSC-1a] Preserve waterways by educating residents not to dump yard waste into creeks or other wastes, such as motor oil, into storm drains which empty into creeks.

[OSC-1b] Avoid modification to waterways, except for restoration or enhancement, unless no other alternative is available to protect human health, safety, and welfare.

[OSC-1c] Ensure construction adjacent to creek channels is sensitive to the natural environment.

WETLANDS AND VERNAL POOLS

GOAL OSC2: Conserve wetlands, vernal pools, and rare plant habitat

POLICIES: [OSC-2a] Utilize existing regulations and procedures, including subdivision, zoning, design review, and environmental regulations, to conserve wetlands and rare plants. Comply with the federal policy of no net loss of wetlands using mitigation measures such as: avoidance, clustered development, transfer of development rights, and/or compensatory mitigation such as restoration or creation.

[OSC-2b] Coordinate all vernal pool efforts with Sonoma County, since most vernal pool areas are currently in the county.

[OSC-2c] Coordinate with the Santa Rosa Plain Vernal Pool Ecosystem Task Force to implement the Santa Rosa Plain Vernal Pool Ecosystem Preservation Plan.

[OSC-2d] Protect high quality wetlands and vernal pools from development or other activities as determined by the Vernal Pool Ecosystem Preservation Plan.

[OSC-2e] Collaborate with the Santa Rosa Plain Vernal Pool Ecosystem Task Force in the preparation of a General Permit for the Santa Rosa Creek Plain.

PLANTS AND ANIMALS

GOAL OSC3: Conserve vegetation and trees

POLICIES: [OSC-3a] Conserve significant trees and vegetation in Santa Rosa, including creek corridors and hillsides, in rural and agricultural areas, and in urban areas.

[OSC-3b] Preserve trees and other vegetation, including wildflowers, both as individual specimens and as parts of larger plant communities.

[OSC-3c] Preserve and regenerate native oak trees.

[OSC-3d] Preserve the Highway 12 scenic route in eastern Santa Rosa, including the corridor of oak trees. (The proposed widening of Highway 12 to four lanes north of Oakmont Drive, will impact the trees. CALTRANS should be encouraged to preserve the oaks on site where possible, and move or replace impacted trees. Trees may be planted now in order to be established and to reach greater maturity when others are removed).

[OSC-3e] Incorporate native plants into the approval of landscape plans for new development, especially in areas adjacent to open space areas or along waterways.

GOAL OSC4: Protect wildlife ecosystems

POLICIES: [OSC-4a] Preserve and restore the elements of an areawide network of wildlife habitats and corridors. A map of vernal pools, lakes, creeks, and reservoirs, which are habitat areas, is contained in the appendix to this

element. This and a wildlife habitat map available at the Department of Community Development should be utilized in review of development proposals to identify potential wildlife areas.

OPEN SPACE

GOAL OSC5: Maximize the benefits of open space

POLICIES:

[OSC-5a] Cooperate with various public and private entities to create new public access trails to parks, open spaces, drainage ways, as well as to trail systems outside the Urban Boundary, such as the Joe Rodota Trail from Santa Rosa to Sebastopol, and the Bay Area Ridge Trail.

[OSC-5b] Cooperate with other agencies and private development to link non-access open spaces and encourage compatible uses, where such linking would benefit the protection of special environments and life systems such as wetlands, plant communities, and wildlife habitats and corridors.

[OSC-5c] Cooperate with the County of Sonoma in preserving and, where necessary, acquiring open space outside the Urban Boundary, for both growth management and open space purposes.

[OSC-5d] Encourage the Sonoma County Agricultural Preservation and Open Space District to appropriate funds for acquisition of open space immediately outside Santa Rosa's ultimate Urban Boundary and along Santa Rosa Creek.

Priorities for acquisition should include:

1. The Community Separator between Santa Rosa and Rohnert Park;

2. Taylor Mountain and the surrounding area;

3. Areas west and north of the Urban Boundary; and

4. Santa Rosa Creek Corridor.

[OSC-5e] Monitor the progress of the Sonoma County Agricultural Preservation and Open Space District in acquiring Santa Rosa priority properties.

WATER CONSERVATION AND QUALITY

GOAL OSC6: Conserve water and maintain water quality

POLICIES: [OSC-6a] Maintain high levels of water quality for human consumption and for other life systems in the region by regularly monitoring water quality.

[OSC-6b] Require non-residential projects requesting Conditional Use Permit or Design Review approval to provide water efficient landscaping in accordance with the City's Water Efficient Landscape Policy. Residential projects are encouraged to follow the policy's guidelines.

[OSC-6c] Promote water conservation through public education, provision of conservation kits, and information about low flow plumbing fixtures and leak detection.

GOAL OSC7: Reduce flows to the sewer treatment plant by 1 million gallons per day by the year 2000 through conservation programs, not including increases expected from continuing development.

POLICIES: [OSC-7a] Implement the plumbing rebate and retrofit programs. The programs' focus is to replace non-efficient toilets, shower heads, and faucet aerators with high efficiency fixtures.

GOAL OSC8: Manage stormwater drainage

POLICIES: [OSC-8a] Control erosion and sedimentation to provide flood protection and protect water quality.

[OSC-8b] Reduce discharge of pollutants into the drainage system. Focus on controlling the source of pollutants and increase awareness of businesses and residents to assist in this effort.

[OSC-8c] Minimize flooding by maintaining and improving the drainage system consistent with goals to preserve waterways and minimize paving of creek channels.

AGRICULTURAL SOILS

GOAL OSC9: Conserve agricultural soils

POLICIES: [OSC-9a] Encourage Sonoma County to protect Prime Agricultural Land in the Planning Area outside the Urban Boundary.

[OSC-9b] Preserve and enhance commercial agriculture within the Planning Area outside the Urban Boundary both as a component of the economy and as a part of Santa Rosa's environmental quality.

MINERAL RESOURCES

GOAL OSC10: Protect essential mineral resources

POLICIES: [OSC-10a] Work with the County of Sonoma to encourage the conservation of mineral resources and the protection of access to those resources.

AIR RESOURCES

GOAL OSC11: Maintain good air quality

POLICIES: [OSC-11a] Use existing regulations and the land use and circulation policies of this general plan to meet federal and state standards and, where possible, to maintain air quality superior to those standards by:

1. encouraging the maximum use of public transit;

2. promoting participation in Transportation Systems Management programs to reduce the number of single occupant vehicles. This, in turn, may reduce ozone, carbon monoxide, and particulate matter;

3. ensuring the distribution of land uses and the configuration of the circulation network help minimize commuting; and

4. supporting the continuing monitoring by the Bay Area Air Quality Management District (BAAQMD).

OPEN SPACE AND CONSERVATION ELEMENT

APPENDIX

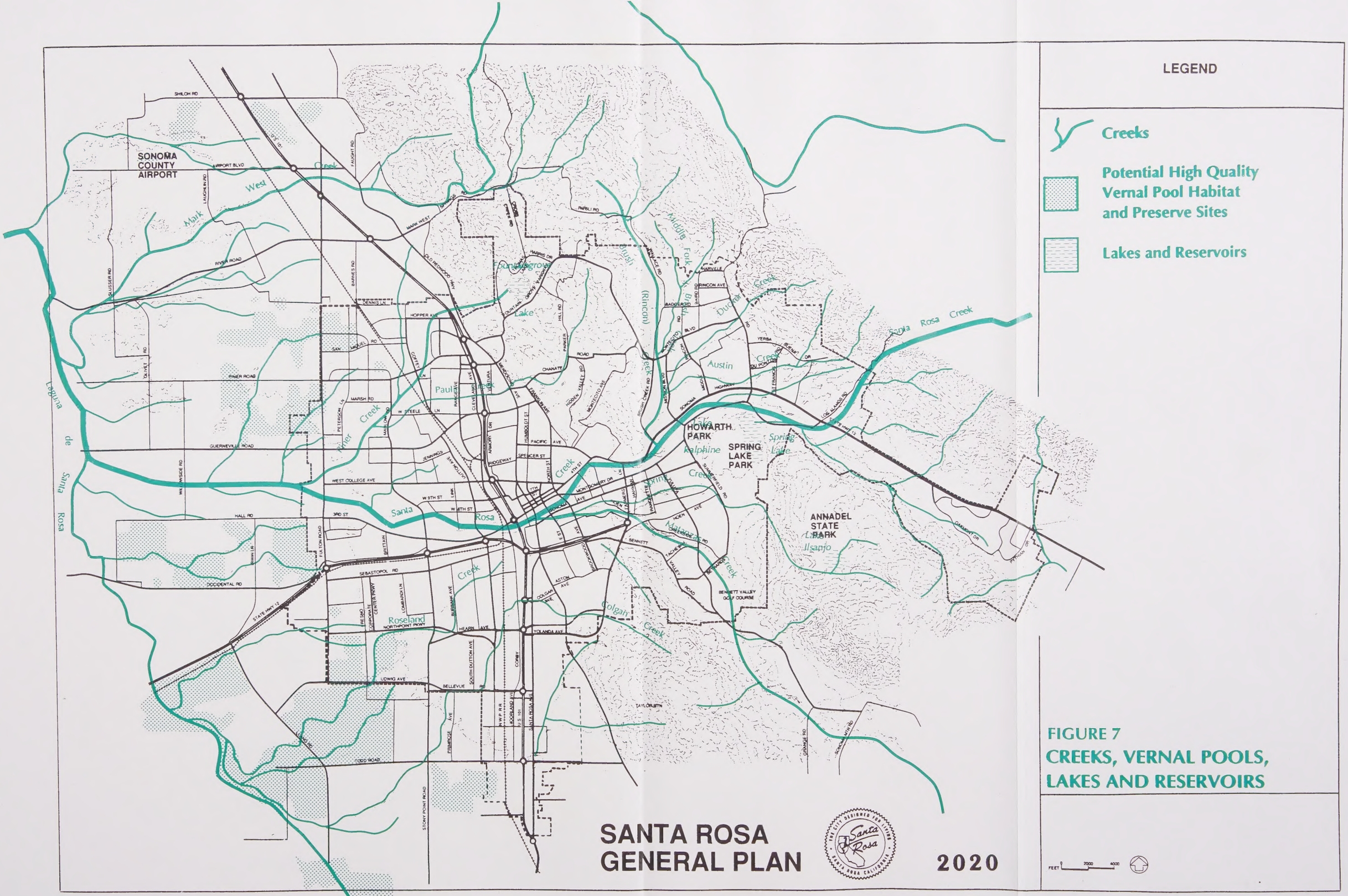


FIGURE 7
CREEKS, VERNAL POOLS, LAKES AND RESERVOIRS

LEGEND

Areas designated as open space Community Separators, between Santa Rosa and neighboring communities .

SANTA ROSA GENERAL PLAN

2020

FIGURE 8
COMMUNITY SEPARATORS

Source: Sonoma County General Plan

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GROWTH MANAGEMENT ELEMENT

A. INTRODUCTION AND VISION

The purpose of growth management is to balance new development with: 1) the City's ability to supply the necessary public facilities and services; 2) protection of social and economic values in existing residential neighborhoods and commercial and industrial areas; 3) conservation of vital open spaces and natural resources; 4) achievement of decent housing for all income categories; 5) attainment of community goals for the overall size and character of the City; and 6) a stable, moderate growth rate sufficient to support a healthy business economy.

In 2020, Santa Rosa is a nearly built out city to the established Urban Boundary. It is a freestanding city with defined edges. Over the preceding 24 years, growth has been stable, and metered according to the growth management program. Public services and infrastructure are available and have accommodated growth which has occurred.

B. BACKGROUND

In California, one can see numerous examples of cities which have been negatively impacted by too rapid and unplanned growth. Clogged streets, crowded schools, deteriorated neighborhoods, and polluted air are some of the results.

In a 1988 survey prepared for the 1991 General Plan revision, Santa Rosa residents identified rate of growth as the most important issue faced by the City. A Growth Management Element was included in the Santa Rosa General Plan for the first time in 1991.

A Growth Management Ordinance was adopted in 1992, implementing the policies of the Growth Management Element. Santa Rosa's growth management program is a residential growth limit which promotes the development of small and affordable housing units.

No restrictions are placed on non-residential growth. Economic development is strongly promoted in Santa Rosa, with emphasis on job creation and retention.

In 1996, the voters passed the Urban Boundary Initiative, thus, new development must occur within the Urban Boundary to ensure it can be served and to diminish the potential for sprawl. Development outside the Urban Boundary, in the County, is discouraged in order to promote open areas around the City and to demarcate an obvious end to urban development.

C. GOALS AND POLICIES

GROWTH MANAGEMENT

GOAL GM1: Prevent urban sprawl

POLICIES:

[GM-1a] Contain urban Santa Rosa within the existing ultimate Urban Boundary line to facilitate growth in an orderly manner.

[GM-1b] Work in cooperation with Sonoma County to consolidate a belt of open space around the City, consisting of agricultural uses and very low density rural residences.

[GM-1c] Allow urban development up to the Urban Boundary. Prevent development from crossing the Urban Boundary, except in areas where the City has agreements to provide services. Agreements include: South Wright, Industry West, South Park, Willowside, and Airport Interceptor.

[GM-1d] Direct growth within the Urban Boundary where services such as sewer, water, roads, police, and fire services exist or can be easily extended.

[GM-1e] Clarify to applicants that all General Plan designations are permanent, in the sense that land designated for such uses are not intended as reserve areas for future development. This applies especially to the more rural Very Low Density Residential designation.

GOAL GM2: Manage new residential growth

POLICIES:

[GM-2a] Limit the number of new residential units to a level that will be consistent with the City's goals relating to public facilities and services, housing needs, resource conservation, and community character.

The schedule of units allowed is as follows:

1996-2000	1000 units/year
2001-2005	950 units/year
2006-2010	900 units/year
2011-2015	850 units/year
2016-2020	800 units/year

[GM-2b] Ensure that the Growth Management Ordinance continues to be a mechanism to help achieve the community's housing goals.

[GM-2c] Prepare an annual evaluation of the coordination of planning and development decisions, including infrastructure planning, with policies relating to residential growth management. The evaluation shall include an analysis of the provision of public services, and if those services, including fire and police response, parks, water and wastewater services, have sufficient capacity to meet the needs of Santa Rosa. This evaluation will be a part of the annual evaluation, presented to the City Council, of the status of the general plan and the implementation of its policies.

[GM-2d] Simplify the provisions of the Growth Management Ordinance while retaining its purpose as a residential growth limitation.

YOUTH AND FAMILY ELEMENT

A. INTRODUCTION AND VISION

The purpose of the Youth and Family Element is to affirm that the health, safety, welfare and development of youth and families are a high priority for the City of Santa Rosa. While not a required General Plan Element, the City of Santa Rosa has established General Plan Policy relating to youth and families. This was done so as to make the General Plan as comprehensive as possible. Recognizing that parents are responsible for their children, youth and family issues are included in the City's policy frame work so that these important factors are among the considerations when important decisions are made, including commitment of City resources. In this General Plan Element, the focus is on children, families, child care, recreational activities, and youth and alcohol.

The City of Santa Rosa recognizes that schools, businesses, numerous churches, civic groups, and non-profit organizations are already actively supporting children, youth and families through such diverse activities and programs as Youthbuild Santa Rosa, Exchange Bank Finance Training, A Child's Portion, Americorps, the Southwest Area Children School Based Health Center, First Night Santa Rosa and the Youth Access to Alcohol Task Force.

In 2020 it is evident that the policy decisions regarding City services and the commitment of City resources have positively impacted the quality of life for Santa Rosa's youth and families. The residents are proud of the educational institutions that prepare their children well for the challenges of the future. Families feel safe in the City and surrounding area, secure that their children are free from the influences of drug and alcohol use. The full range of recreational opportunities available through public parks, school facilities, and private organizations assures that all age groups have outlets for leisure time activities. The absence of gangs allows the youth of the community to travel throughout the community without fear. For all these reasons, many young adults choose Santa Rosa as a place to remain, and there is adequate choice of employment and housing to secure for them that opportunity.

B. BACKGROUND

CHILDREN AND FAMILIES

When the 1990 Census was completed it was determined that there were 113,313 persons in Santa Rosa. Of that total, approximately 27,000 were children. The age group break down is depicted in the following table:

Population of Santa Rosa by Age Group 1990

Age-Group	Population Number	Percent
Pre-School (Under 6 Years)	9,674	9
Elementary (6-12 Years)	10,554	9
Teens (13-17 Years)	6,632	6
Adults (18-55 Years)	59,863	53
Seniors (Over 55 Years)	26,590	23
City Total	113,313	100

In 1990, slightly more than 90,000 (80 percent) Santa Rosans lived in family households. Family households include spouse, child, (natural born or adopted), step child, grandchild, other relatives and non relatives. People living in non-family households totaled 21,606 and amounted to 19 percent the households. The remainder lived in group quarters.

In 1990 the majority (79 percent) of children under 6 years of age lived with both parents; 21 percent lived with one parent. For children in this group, 45 percent had both parents in the work force; 31 percent had fathers only in the work force and 1 percent had mothers only in the work force.

For children aged 6-17 years, 74 percent lived with both parents while 26 percent lived with one parent. For children in this group, 50 percent had both parents in the work force; 20 percent had fathers only in the work force, and 1 percent had mothers only in the work force.

Of the 29,409 families in Santa Rosa in 1989, 5 percent were living below the poverty level. Of the families below the poverty level, 29 percent of families had children under 18 years of age.

According to the City's draft Child Care Action Plan, there are currently 6,664 licensed child care spaces in Santa Rosa. The existing need, however, exceeds 3,000 additional spaces. This need is greatest for children aged 5 to 12 and

focuses on the time before and after school. As the community continues to grow, it is estimated that 2,360 new child care spaces will be needed by the year 2010.

Other issues include cost and affordability of child care. Cost, which currently averages $395 to $425 per month for school age children, can represent a large percentage of monthly income, particularly for single parents. Lack of child care, or difficulty in finding conveniently located child care can cause loss of wages and reduced productivity.

RECREATIONAL ACTIVITIES

The City of Santa Rosa offers a variety of recreational programs for children of all ages. Examples of programs for youth include arts and crafts, boating and sailing, drama, math and swimming. A sampling of teen programs includes computers, cooking, rock climbing and Spanish.

A Recreation and Parks Needs Assessment Study conducted by the City in 1994 indicates that the preschool (under 6 years) and the elementary (6-12 years) age groups are the greatest users of recreational facilities. Those recreational participants of teen age (13-17 years) were in proportion to their age group's share of city-wide population. Recreational program user participation is highest in the summer, due to the high participation by children who are not attending school during these months.

The preschool and teen age groups participated most in aquatic programs while the elementary age group participated most in special interest programs and activities. Adults participated most in sports activities.

According to the Needs Assessment Study, Santa Rosans' priorities for additional recreation programs are teen programs, youth programs, sports, and aquatics programs. Santa Rosans' priorities for recreation facilities are restrooms, family picnic areas, group picnic areas, and hiking trails.

TEEN SURVEY CONCLUSIONS

The Teen Survey conducted by the Santa Rosa Teen Council in 1994 indicates that Santa Rosa high school students would participate in more social, cultural, community and recreational activities if more were provided. Teens believe that there need to be more organized activities provided for them.

YOUTH AND ALCOHOL

Underage drinking is a problem in Santa Rosa. According to a survey conducted in fall, 1995, in local schools, many teens report frequent, heavy drinking. Survey results indicate the average age of first "whole" drink (beer, wine, sprits) is 12.3 years; 40 percent of 9th graders have used alcohol in the past month; and 36 percent of 11th graders have had five or more drinks on at least one occasion in the past two weeks.

Local teens report recent experiences of drinking to the point of intoxication, driving under the influence, and riding with drinking teen drivers. Sonoma County alcohol-related crashes exceed the state average. Local teens also report, and state and national data confirm, that alcohol use is often the catalyst for other drug use, violence, unwanted sex and pregnancy, and personal, social, and academic problems.

Underage drinking exacts a costly toll on the community. Yet, despite a legal drinking age of 21, alcohol is easy for young people to obtain. In fact, 89 percent of high school juniors reported that alcohol is "easy to get" in Santa Rosa - at home, at parties, from local merchants. The efforts of educators have paid off - teens today are more knowledgeable about the risks of underage alcohol use - yet "binge drinking" rates are climbing, and first use begins earlier now than it ever has.

C. GOALS AND POLICIES

CHILDREN AND FAMILIES

GOAL YF1: Create an environment where children can grow and develop in secure and supportive families and neighborhoods

POLICIES:

[YF-1a] Consider the needs, health, safety and welfare of children in all new development and redevelopment, including public, commercial and residential.

[YF-1b] Collaborate with parents, youth, schools, libraries, businesses, non-profit agencies, religious organizations, law enforcement and others to meet the needs of children and youth for adult supervision, transportation, recreation, education, job training, and employment opportunities.

[YF-1c] Promote development of multi-use buildings/community centers which can be utilized for youth and teen activities and child care. City parks may be an ideal location for such facilities.

[YF-1d] Expand the placement of police officers at middle and high schools to positively interact with students.

CHILD CARE

GOAL YF2: Expand child care services to meet the existing and future needs of Santa Rosa

POLICIES:

[YF-2a] Support the development of new child care facilities in all areas of the City, including residential neighborhoods, employment centers, and school sites.

[YF-2b] Allow utilization of a portion of park land for a child care center to be developed and maintained by outside resources.

[YF-2c] Incorporate child care considerations into the planning and development process.

[YF-2d] Review the feasibility of reducing or waiving City permitting fees for child care facilities.

[YF-2e] Encourage the school districts to continue and expand the provision of before and after school care on or near school sites.

[YF-2f] Foster partnerships between the business community and the child care community to provide information to employers about child care options.

[YF-2g] Request that the Business/Education Roundtable encourage support of child care issues in its efforts.

RECREATION

GOAL YF3: Maintain the high quality mix of recreation programs and classes and current maintenance standards for City parks and recreational facilities

POLICIES:

[YF-3a] Consider adding more organized sports programs, especially for elementary aged children and teens.

[YF-3b] Facilitate cooperative agreements between schools and community based organizations and youth sports organizations for the purpose of expanding after school recreation and child care programs.

[YF-3c] Create opportunities for joint venturing with the Santa Rosa area school districts, the County, private developers and nonprofit groups.

GOAL YF4: Develop an outreach program to encourage teen participation in organized activities

POLICIES:

[YF-4a] Provide more recreational programs for teens by developing mechanisms for direct participation by teens in planning future recreational activities and programs.

[YF-4b] Cooperate with businesses, governmental agencies, non-profit groups and educational institutions to develop apprenticeship programs for teens and young adults.

YOUTH AND ALCOHOL

GOAL YF5: Reduce youth access to alcohol and drugs

POLICIES:

[YF-5a] Work with school boards, businesses, and civic organizations to make school campuses and other community venues available for safe, alcohol-free after-school and weekend activities for youth.

[YF-5b] Develop and support an on-going program to involve community volunteers in reducing youth access to alcohol.

COMMUNITY VITALITY ELEMENT

A. INTRODUCTION AND VISION

The purpose of this element of the General Plan is to provide policy and guidance for the economic stability and development of the community. In order for residents to feel satisfied with their community, economic opportunities must be present to free them from concerns of their ability to meet basic economic needs. Heads of households must be able to locate jobs which provide sufficient income to afford decent housing and raise their families in a safe and satisfying environment. Young adults should have confidence that there will be employment opportunities in Santa Rosa should they wish to stay. And local educational institutions should be strong to adequately prepare residents for the competitive job market.

Another factor in assuring that Santa Rosa remains a desirable place to live is the provision of a broad range of commercial services. Not only does this sector provide employment opportunities, but it enables residents to shop locally, reducing unnecessary travel and providing more leisure time for other endeavors. It also strengthens and reinforces identity with the community and the local sales tax dollars can be used to maintain and improve governmental services.

In 2020, Santa Rosa is a community in which people both live and work. A variety of well placed commercial centers meet most of the residents' shopping needs, and convenient neighborhood centers allow many people to walk rather than drive for grocery shopping. Existing businesses find Santa Rosa a desirable place to expand and new businesses are drawn to locate here because of the natural amenities, quality of life and positive business climate. Many residents choose to work at home, taking advantage of the improvements in communications technology. The wide range of businesses and employment options provide job opportunities for the diverse population. An active downtown serves as the hub of the community, providing employment, commercial services and entertainment.

B. BACKGROUND

In the first half of the 1990's California experienced a recession, due particularly to reductions in defense spending on the part of the federal government. While housing construction in Sonoma County and Santa Rosa slowed significantly, the rest of the local economy remained strong in comparison to the rest of the state. Part of the reason is that Santa Rosa is not overly reliant on any one sector of the economy, but is diversified with a large number of small businesses. These small businesses make up a large portion of total businesses in Santa Rosa.

In 1995 the City Council adopted an Economic Development Strategy, the primary focus of which is to 1) protect and enhance employment opportunities for Santa Rosa residents, and 2) to protect and enhance the City revenue base in order to maintain funding for City services. The City established the position of Economic Development Coordinator to assist businesses which wished to expand or locate in Santa Rosa. Business visitations are conducted to evaluate the business atmosphere of the City and address any issues identified by employers. While the City is attempting to retain and attract businesses, it is sensitive to the concerns of the current residents about erosion of the quality of life. A part of the program calls for outreach efforts to the neighborhoods to explain business needs and present the residents with all available information about possible City efforts to assure that new businesses will be good neighbors.

The City has approximately 1.26 jobs for every employed resident. As the largest city in the county and the County seat, providing services to residents in the entire county, it is expected that Santa Rosa will continue to provide jobs for people in the region in addition to its own residents. Thus efforts to provide a wide variety of employment opportunities and commercial services must continue, in particular, support of existing local industry which will enhance future job development. Additionally, efforts to improve the transportation network, especially Highway 101, must continue in order to support local businesses and attract new businesses to Santa Rosa.

As a primary effort, new jobs which can take advantage of the existing labor force and provide jobs for graduates of local educational institutions will be sought. Emphasizing job creation that reflects the job skills profile of the community provides the clearest economic benefit to the residents.

C. GOALS AND POLICIES

GOAL CV1: Maintain a positive business climate in the community

POLICIES:

[CV-1a] Maintain a Business Visitation Program to conduct visits to local businesses by City officials to ensure that mutual goals are expressed.

[CV-1b] Survey the business community periodically to determine its evaluation of City services and to seek suggestions for improvement.

[CV-1c] Provide expedited permit review processing for time sensitive development proposals which meet City goals.

GOAL CV2: Provide sufficient land for business expansion and attraction of new employers

GOAL CV3: Seek innovative ways to reduce the public cost burden on industrial and commercial development without transferring the burden to the residential sector

POLICIES: [CV-3a] Investigate the feasibility of redevelopment projects, formation of assessment districts and fee deferral programs for desirable employers.

GOAL CV4: Identify and attract businesses whose employee needs correspond to the educational and job skills profile of the community

GOAL CV5: Encourage commercial services in neighborhood areas to encourage walking and other alternatives to the automobile

GOAL CV6: Promote the establishment and expansion of workplace alternatives, including home occupations and telecommuting

POLICIES: [CV-6a] Review ordinances relating to home occupations to remove obstacles while protecting the primary residential character of the neighborhood.

GOAL CV7: Identify businesses that could serve unmet needs of Santa Rosa residents and develop specific strategies to attract those businesses

GOAL CV8: Promote a balance of land uses to maximize the opportunity for people to both live and work in Santa Rosa

HISTORIC PRESERVATION ELEMENT

A. INTRODUCTION AND VISION

The purpose of this element is to establish a comprehensive program for the identification and preservation of significant historic and cultural resources in Santa Rosa. These resources include buildings and neighborhoods of architectural significance, places of special historic or archaeological interest, and other features that have special value for the community.

In 2020, Santa Rosa has many neighborhoods which are historic preservation districts, containing well preserved and maintained structures. Restoration of historic structures continues, preserving Santa Rosa's architectural heritage. Residents and visitors enjoy and appreciate the character and charm of historic Santa Rosa.

B. BACKGROUND

HISTORIC RESOURCES

Santa Rosa has a rich collection of nineteenth and twentieth century buildings. Many of these historical resources have been lost through lack of maintenance, fire, inappropriate alterations, and the razing of old buildings for new structures. The City still has the opportunity, however, to preserve and enhance its special historic and architectural character. Growing public awareness is resulting in the restoration of older buildings and the recognition of neighborhoods with architectural value.

In May 1988, the City Council adopted the Historic and Cultural Preservation Ordinance, which created the Cultural Heritage Board. The Board recommends to the City Council designation of landmarks and preservation districts, reviews permits for landmark restorations, and promotes public awareness and the collection of necessary data. Designation as an historic structure or resource means that the community will be afforded an opportunity to gain a sense of Santa Rosa's unique past through its preservation. It also means that alterations to designated structures must be approved by the Cultural Heritage Board. Ultimately, the success of preservation depends on the level of public awareness and commitment.

Some of the benefits of preservation can be measured in dollars. Houses of special architectural interest can command higher prices. Tourists who come to look at historical streets and neighborhoods bring dollars to local businesses and add to the City's revenues.

Of equal importance are the intangible values of historic preservation. Older buildings and neighborhoods give identity, character, and continuity to a community. Nineteenth Century Greek Revival and Italianate houses, early Twentieth Century bungalows and 1930s art deco buildings remind residents and visitors alike that Santa Rosa is a city having a heritage of many periods over the last century and a half.

Santa Rosa's architectural history cannot be easily summarized. The City is a somewhat eclectic collection of different styles and periods, although some neighborhoods have concentrations of particular kinds of architecture. This mixture is part of the City's character, making it a place of surprises and discovery rather than repetition. Some of Santa Rosa's more notable historic resources are the Luther Burbank Home and Gardens, the Old Post Office (Sonoma County Museum), Church of the One Tree, Carrillo Adobe, Hoag House, and the Fountaingrove Winery.

Santa Rosa has four designated preservation districts: Saint Rose, Cherry Street, Olive Park, and Railroad Square (also listed on the National Register of Historic Places). Other potential historic preservation districts are under consideration by the Cultural Heritage Board. To be considered a preservation district, an area must have special historic significance or represent one or more architectural periods or styles typical to the history of the City.

A number of surveys of Santa Rosa's architecture has been completed, and they are on file for public reference at the Department of Community Development. These surveys include: 1) Dan Peterson's 1977 inventory; 2) the 1980 Downtown Neighborhood Study, which was a refinement of the Peterson study, focusing on the Saint Rose and Cherry Street districts; and 3) the 1989 Anne Bloomfield/citizen participation study.

NATIVE AMERICAN HERITAGE

In Northern California, numerous prehistoric archaeological sites have been identified at or near former or existing watercourses, at the base of foothills and at or near vegetation ecotones. All of these environments are found within the Santa Rosa area, and finds range from single obsidian flakes to remains of entire settlements, including three former villages in northern Santa Rosa.

The Santa Rosa area was home to many Indian civilizations, and remnants of their civilization have been discovered along Santa Rosa Creek and its tributaries, in the adjacent alluvial valleys and surrounding plains, in the hills, in the Annadel State Park area, in the Laguna de Santa Rosa, and in the Windsor area.

Approximately sixty percent of the planning area remains to be surveyed, and the policies in this element anticipate future finds.

C. GOALS AND POLICIES

HISTORIC RESOURCES

GOAL HP1: Preserve Santa Rosa's historic heritage

POLICIES:

[HP-1a] Ensure that alterations to historic buildings are compatible with the character of the structure and the neighborhood. Specific rehabilitation projects should, in a reasonable manner, follow the Secretary of Interior's Standards for Rehabilitation, taking into consideration economic and technical feasibility.

[HP-1b] Discourage the demolition of significant historic structures. Consider various alternatives to demolition, including the adaptive reuse of historic buildings for contemporary uses.

[HP-1c] Designate new landmarks and historic preservation districts, following study by the Cultural Heritage Board, to preserve historic areas.

[HP-1d] Allow for the adaptive reuse of historic landmark structures for institutional, office, or limited commercial uses in locations which will not unduly impact existing neighborhoods.

[HP-1e] Continue to survey buildings, neighborhoods, and other features of historic, architectural or cultural significance and update the survey periodically.

GOAL HP2: Increase public participation in the preservation process

POLICIES:

[HP-2a] Prepare and distribute educational guides and walking tour brochures of places of historical, architectural or cultural interest in Santa Rosa, to increase public awareness of these resources.

[HP-2b] Hold neighborhood meetings to: a) increase public awareness of preservation issues and opportunities;

and b) alert neighborhoods, when necessary, to the pending loss of significant buildings or other features.

[HP-2c] Educate citizens about Santa Rosa's historic past by creating a lecture program for presentation to community groups and school classes.

NATIVE AMERICAN HERITAGE

GOAL HP3: Protect the Native American Heritage

POLICIES: [HP-3a] Review proposed developments and work in conjunction with the California Archaeological Inventory to determine whether the site contains known Native American resources or has the potential for such resources.

[HP-3b] Require that areas found to contain significant artifacts be examined by a qualified consulting archaeologist for recommendations concerning protection and preservation.

NOISE AND SAFETY ELEMENT

A. INTRODUCTION AND VISION

The purpose of this element is to address existing noise sources, reduce existing and potential hazards and nuisances and to increase a range of services relating to safety and health. The hazards and nuisances addressed in this element include noise, seismic and geologic hazards, flooding, and fire. Policies relating to disaster planning are also addressed.

Quiet residential environments are typical in Santa Rosa neighborhoods of 2020. Use of soundwalls is minimized in new development, making streetscapes more inviting. Exposure to seismic and geologic hazards is reduced by location of faults and analysis of soils and slope stability prior to development . Education about safety in the event of a disaster continues, to ensure Santa Rosa citizens are well prepared for earthquakes, floods, and fires.

B. BACKGROUND

NOISE

FUNDAMENTAL CONCEPTS AND TERMINOLOGY OF ENVIRONMENTAL NOISE

Noise is typically defined as unwanted sound. Noise is an inseparable part of modern society, but excessive noise can cause annoyance, health problems, economic loss and ultimately hearing impairment.

Noise is measured in decibels, ranging from 0 dB as the threshold of hearing, up to the onset of pain, at 140 dB and beyond. Some typical noise levels are:

35 dB for remote park areas
65 dB for quiet conversation
75 dB at 100 feet from a major highway
120 dB at 200 feet from a jet takeoff

In evaluating noise increases, it is important to know that 3 decibels is considered the minimum perceptible change in noise level, and that a 10 dB increase is perceived as a doubling of loudness. Thus, changes in noise level of 3 decibels or less are minor. If existing noise is increased by 3 decibels, this is generally a minor impact. Conversely, mitigation that provides only 3 decibels of noise reduction is probably not noticeable, and would not generally be considered worthwhile.

Three aspects of sound are important in determining subjective response; these are, sound level, frequency content, and time varying characteristics. Steady noises without distinct tonal components are usually the least annoying, even if the level is reasonably loud.

The technical terms used in this element (CNEL, Ldn, decibels) are defined in the glossary at the end of this General Plan.

EXISTING AND PROJECTED NOISE PROBLEMS

The major sources of noise in Santa Rosa are:

1. U.S. Highway 101 and State Highway 12;

2. Arterial streets, including Guerneville Road, Mendocino Avenue, Summerfield Road, and College Avenue;

3. Railroad operations;

4. Emergency medical helicopters and vehicles with sirens; and

5. Landscaping equipment such as leaf blowers.

Air traffic is another potential noise source. Operation of the Sonoma County Airport in a manner consistent with the Sonoma County Air Transportation Element (1989) is expected to minimize aircraft noise to acceptable levels within the Urban Boundary. During the public meetings held in preparation for Vision 2020, residents noted an apparent increase in air traffic over central Santa Rosa.

To a lesser extent, industrial and commercial facilities are sometimes the sources of noise, particularly some auto wrecking and scrap metal operations. However, only infrequent complaints have been registered regarding the annoying noises occasionally generated by these uses.

The noise nuisances from highways, arterial streets, railroad operations, emergency helicopters and vehicles, and equipment such as leaf blowers will not be easy to eliminate, and in some instances they will continue to be an inevitable part of the living environment in Santa Rosa, as they are in most other cities throughout the country. Nevertheless, the policies below are intended to achieve the greatest possible noise reduction from these sources during the planning period.

A problem that will be particularly difficult to mitigate is the situation of existing housing facing onto or adjacent to heavily traveled arterial roads. With increases in traffic volumes and, in some instances, future road widenings, mitigation options are few in number.

The only effective mitigations in such existing arterial situations are: 1) retrofitting residential structures with insulation and special windows to attenuate the traffic noise, which can be very costly; 2) building masonry soundwalls, which can create dreary streetscapes, as well as being costly; and 3) erecting berms, which require too much room to really be an option in most cases. Landscaping, though attractive, is not an effective sound barrier. Wooden fences can be moderately effective if properly constructed, but they can also create dreary streetscapes and maintenance problems. The impacts of arterial street noise can be mitigated in new residential developments, but the nuisance cannot entirely be eliminated from existing neighborhoods, as many cities have learned.

NOISE STANDARDS

The noise standards used by the City of Santa Rosa include the Land Use Compatibility Standards for Community Noise Environment, (in the appendix), State of California Noise Insulation Standards (California Code of Regulations, Title 24, Part 2), and applicable standards in the City of Santa Rosa Noise Ordinance.

SAFETY

Three basic groups of natural hazards are considered in the element: seismic/geologic, flooding, and fire hazards.

There are several types of seismic hazards. The primary seismic hazards are ground shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides, tsunamis or "tidal waves," and seiches (oscillating waves in lakes and reservoirs).

Santa Rosa is located in a part of California considered seismically active. The San Andreas, the Healdsburg, and the Rodgers Creek Faults are considered active and are anticipated to be the sources of future significant earthquakes.

Flooding hazards may be considered in two categories: natural flooding and dam inundation. Natural flooding hazards are those associated with major atmospheric events which result in the inundation of developed areas due to

overflows of nearby waterways, or inadequacies in local storm drain facilities. Dam inundation hazards are those associated with the downstream inundation which would occur given a major structural failure in a nearby water impoundment.

Santa Rosa is exposed to the hazard of dam inundation from potential failure of local dams in the event of a major earthquake. Localized inundation could also occur from structural failure of water storage tanks or failure of the material upon which they are constructed.

Fire hazards include wildland fires and urban fires. Wildland fires are those which burn primarily in undeveloped areas and result from the ignition of accumulated brush and woody material. Urban fires are those within the built up areas of the City and primarily involve structures.

Varying levels of wildland fire exist. The greatest wildland fire hazard occurs in the hilly areas of north Santa Rosa where residential development is located adjacent to heavily vegetated areas.

Additionally, the Safety Element addresses preparation for disasters. The California Emergency Services Act requires each city to prepare and maintain an Emergency Plan for both war and peacetime emergencies. Among the peacetime emergencies considered in the plan are earthquakes, fires, and floods. Santa Rosa's current Multi-Hazard Emergency Plan was developed in association with Sonoma County. The City plan is specific and spells out basic responsibilities for the care and protection of citizens and property.

C. GOALS AND POLICIES

NOISE

GOAL N1: Minimize noise

POLICIES: [N-1a] Reduce nuisance noise from stationary and moving sources in order to protect the health and comfort of people living, working and/or visiting in Santa Rosa by applying a comprehensive program of noise prevention.

[N-1b] Require an acoustical study, to be prepared by a qualified acoustical consultant for:

1. All proposed projects, except additions to existing housing units, that would be exposed to noise levels greater than stipulated by the Land Use Compatibility Standards; and

2. All proposed projects that would generate noise whose impacts on other uses would be greater than the levels stipulated by the Land Use Compatibility Standards in the appendix to this element. An adequate acoustical study should focus on how noise impacts can be reduced through site planning and review technical mitigation only after site planning alternatives to noise mitigation are exhausted.

[N-1c] Require mitigations, where necessary, to meet stipulated noise standards, including the reduction of LdN/CNEL to 45 in habitable rooms and to 60 Ldn/CNEL in private and shared recreational facilities.

[N-1d] Prohibit existing uses to generate new noises exceeding the stipulated levels unless: a) those noises are mitigated to acceptable levels; or b) the activities are specifically exempted by the City Council on the basis of community health, safety, and welfare.

[N-1e] Recognize the noise generating activities that are essential to community health, safety and welfare, such as emergency medical helicopter and vehicle operations, and allow reasonable latitude for the resolution of noise resulting from those activities.

[N-1f] Recognize that noise standards may sometimes be exceeded, especially in instances where homes front arterial roadways, and in mixed use areas, and that noise may be a trade-off for mitigation which could reduce quality of life and develop an undesirable visual pattern of soundwalls on arterial roadways.

[N-1g] Incorporate acoustical site planning into the design review process, including the incorporation of buffers and the orientation of primary living areas, windows

and outdoor living areas away from unacceptable noise exposure.

[N-1h] Utilize buffers other than sound walls, where practicable, in order to avoid sterile streetscapes. Landscaped earth berms and setbacks are alternatives to walls. Berms can be used in conjunction with walls and, where walls are used, they can be made more attractive with well designed and maintained landscaping.

[N-1i] Encourage abatement of nonconforming industrial uses that create noise nuisances for nearby residential areas.

[N-1j] Cooperate with pertinent public agencies and private entities, to reduce noise from significant sources by:

1. Requesting CALTRANS assign a high priority to traffic noise mitigation programs and to design and build sound walls that are as attractive as possible;

2. Enforcement of the California Vehicle Code muffler regulations;

3. Cooperation with Santa Rosa Memorial Hospital, Community Hospital and other hospitals proposing helipads to minimize the noise and safety impacts of medical emergency helicopters through location and design of landing pads, regulation of flight times and frequency and, if necessary, sound attenuating alterations to nearby residences;

4. Disallowing development of new helipads as part of commercial, office, business park or industrial development for noise and safety reasons; and

5. Working with private enterprises in order to reduce or eliminate noise nuisances from industrial and commercial sources.

SAFETY

GOAL S1: Avoid development in hazardous locations

POLICIES:

[S-1a] Avoid locating any habitable building or use in an area where people might be adversely affected by known natural or manmade hazards, or, if such locations are unavoidable, to mitigate potential impacts.

[S-1b] Ensure that all new construction is preceded by adequate studies of hazards.

[S-1c] Locate critical facilities such as hospitals, fire stations, emergency management headquarters, utility lifelines, ambulance services, power plants, emergency broadcast services, sewage treatment plants, schools, theaters and other places of large congregations, utility substations, major highway bridges away from areas of significant hazards.

[S-1d] Allow non-critical facilities to locate in areas of significant hazards only after careful study shows that risk can be mitigated to an acceptable level.

Risk, for example, can be minimized in the case of potential slides, settlement or liquefaction by placing a structure away from hazardous locations within a site. In the case of flood danger, a facility may be elevated or floodproofed.

GOAL S2: Avoid exposure to seismic and geologic hazards

POLICIES:

[S-2a] Regularly evaluate the ability of existing and proposed water storage facilities to withstand a major seismic event on either the San Andreas, Healdsburg or Rodgers Creek faults.

[S-2b] Require the precise location of faults and fault traces be identified, so that structures may be set back, or so that facilities crossing a fault may be designed to minimize the safety hazards resulting from fault movement.

[S-2c] Assure that provisions of the Earthquake Fault Zoning Act are met in terms of setbacks.

[S-2d] Continue to identify and evaluate existing structural hazards and abate any structural hazards that create an unacceptable level of risk.

[S-2e] Require detailed soil and slope investigations prior to development approval in areas of high, moderately high or moderate landslide risk, in areas of active sliding, and in areas susceptible to liquefaction or settlement or containing expansive soils.

[S-2f] Require erosion control measures for sites with erosion potential or past erosion problems and areas of steep slope.

GOAL S3: Minimize flooding and drainage hazards

POLICIES: [S-3a] Identify and mitigate potential flooding hazards, to protect all uses from floods of a 100 year recurrence interval by:

1. Maintaining current flood hazard data, and coordination with the Army Corps of Engineers and FEMA and other responsible agencies to coordinate flood hazard analysis and management activities;

2. Ensuring flood plain protection by retaining open areas needed to retain stormwater, recharge aquifers and prevent flooding (Creek beds that are dry most of the year account for a portion of the open space in the existing urban area. These beds provide flood retention needed for public safety);

3. Requiring dedication, improvement and maintenance of stormwater flow and retention areas as a condition of approval;

4. Requiring developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development; and

5. Encouragement of multiple use of waterways, including, where appropriate, flood control, habitats, "passive" open space uses, nature study, pedestrian and bicycle circulation, and other compatible outdoor uses.

GOAL S4: Minimize dangers from hazardous materials

POLICIES:

[S-4a] Address cleanup when toxic disposal or leakage sites are identified.

[S-4b] Assure that hazardous materials used in business and industry are properly handled and transported and that information on their handling and use is available to fire protection and other safety agencies.

[S-4c] Support the Sonoma County Hazardous Waste Management Plan.

GOAL S5: Minimize the potential for fires

POLICIES:

[S-5a] Require proposed developments in high or medium fire hazard areas to investigate a site's vulnerability to fire and to minimize risk accordingly.

[S-5b] Encourage the use of on-site fire suppression systems including automatic sprinklers, smoke and/or detection systems, buffers and fuel breaks, and fire retardant landscaping.

[S-5c] Prohibit untreated wood shake roofs in areas of high fire hazard.

[S-5d] Continue monitoring water fire-flow capabilities throughout the City and improving water availability at any locations having flows considered inadequate for fire protection.

[S-5e] Secure vacant buildings against unauthorized entry.

GOAL S6: Prepare for disasters

POLICIES:

[S-6a] Compile and integrate relevant comments on the potential impacts of earthquakes, floods and fire hazards as provided by agencies and organizations such as CALTRANS, Northwestern Pacific Railroad, PG&E, administrators of the nine major dams in the study area, and the Santa Rosa Fire Department.

[S-6b] Provide for the maintenance, updating and upgrading of emergency preparedness and disaster response plans.

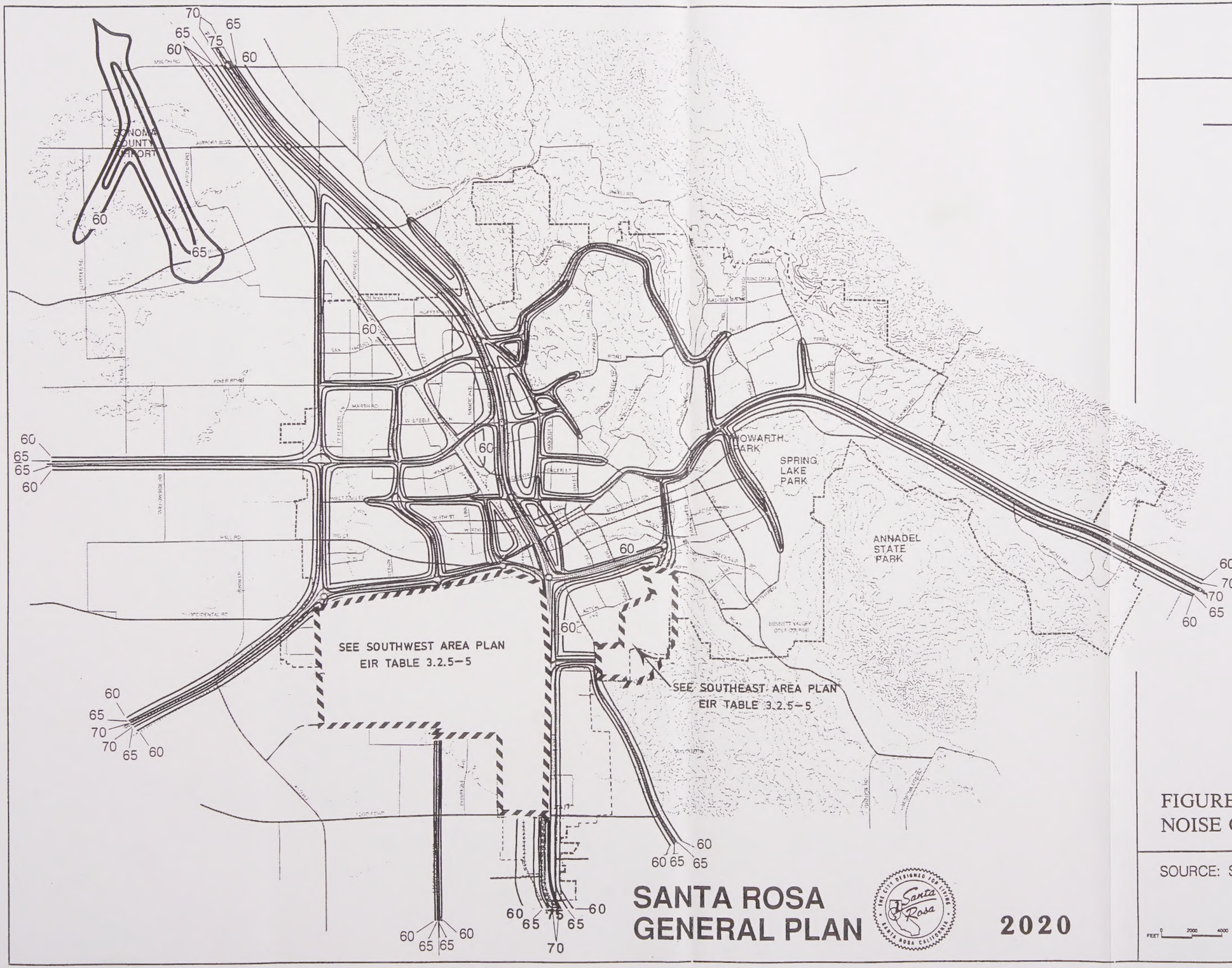
[S-6c] Provide for a public awareness program on the nature and extent of natural hazards and the ways of minimizing the effects of disasters.

[S-6d] Establish community programs which train volunteers to assist police, fire and civil defense personnel during and after disasters.

[S-6e] Evaluate ways in which the City of Santa Rosa can become more self-sufficient in the event of major disasters.

NOISE AND SAFETY ELEMENT

APPENDIX



LEGEND

Surface Vehicle Ldn Contour (db)
(Surface Vehicle Noise based on projections for 2010.)

FIGURE 9
NOISE CONTOURS.

SOURCE: Sonoma County General Plan, 1989

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SANTA ROSA GENERAL PLAN

2020

Santa Rosa Noise Sources

The Noise Element must identify prominent fixed noise sources in the community. Major sources of noise in the City include:

- Highway 101, Highway 12
- Major Arterial Streets (Guerneville Road, Mendocino Avenue, Summerfield Road, College Avenue, and others)
- Railroad Operations
- Aircraft from Sonoma County Airport
- Emergency Medical Vehicles, including fire and police vehicles and helicopters at Memorial and Community Hospitals
- Industrial and Commercial Facilities

When evaluating the noise environment, noise levels must be identified for each primary noise source. This can involve a field survey of noise levels or standardized noise prediction techniques, or a combination of both.

Vehicle Noise

The Noise Contour Map is used to determine the suitability of land uses relative to highways and major arterial roadways. The noise contours are expressed in terms of the Day-Night Level (Ldn). The contours should be used to recognize sites that are clearly unsuitable for certain noise sensitive land uses, and to identify sites that require a detailed study of the noise environment. The noise contours are to be used in conjunction with the Land Use Compatibility Standards included in this appendix.

The noise contour map should be used as a general guide to indicate areas of potential noise impact. The contours should not be used to precisely predict noise levels throughout the City. This will have to be done as necessary on a case-by-case basis by conducting an acoustical study specific to a site.

Railroad Noise

A procedure has been developed for estimating the noise impact of railroad line operations, in terms of Ldn. The procedure consists of determining the equivalent number of typical daily trains, which consists of the number of daytime operations plus 10 times the actual number of nighttime operations. The factor of 10 relates to increased sensitivity to noise during the nighttime hours (10pm to 7am).

Railroad operations inside the City are extremely variable on a day to day basis, but are estimated at four operations per day (2 day, 2 night) on the Northwestern Pacific line, and two operations per day (one day, one night) for the Petaluma and Santa Rosa Railroad Line. Future operations are expected to remain the same, or decrease, unless the lines are used for future transit operations. Utilizing the nomograph provided by the State, the Ldn-60 contour extends roughly 320 feet on either side of the Northwestern Pacific tracks, and roughly 220 feet on either side of the Petaluma and Santa Rosa line.

Sonoma County Airport

The primary role of the Sonoma County Airport will be to serve general aviation. However, the Sonoma County-San Francisco commuter air carrier service is expected to grow, and increased demand may result in commuter flights to Los Angeles. Usage of the airport by unscheduled aircraft is expected to increase. Aircraft operations (an operation is either a take-off or landing) are expected to increase from a recorded 147,007 annual operations in 1974 to 380,000 in 1985 and 620,000 by 1995. These projected operations can be graphically expressed in the form of forecasted noise contours.

Because of the present low level of jet aircraft activity at the Sonoma County Airport, the existing noise impact area (30 NEF) only extends 3,000 feet beyond the end of the main runway. As the activity level at the airport increases (particularly jets), the noise impact area may be expected to increase. The ultimate noise forecast was based upon a daily aircraft arrival mix of 14 two-engine jet aircraft, six four-engine propeller aircraft, 40 heavy twin-engine aircraft, and 240 single engine or light twin-engine aircraft.

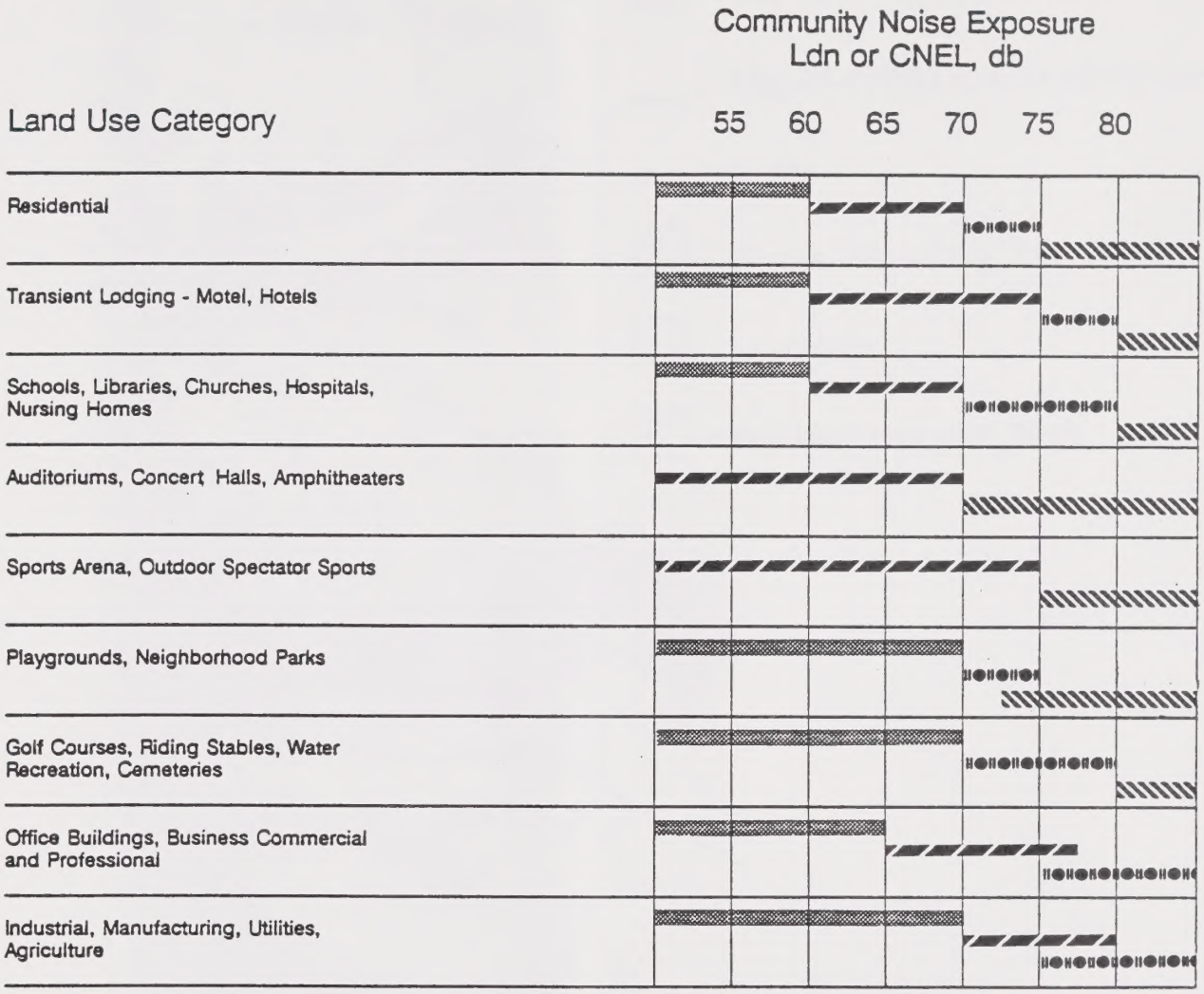
Most of this area within this 30 NEF contour (the minimum acceptable standard of noise sensitive land uses) is agricultural, vacant, or very low density residential. Most of the latter is located north of the airport, in the Reiman Lane-Starr Road-Oak Way area. It is expected that this area will be within the ultimate 30 NEF contour, gradually increasing the impact of noise on these residences.

Local Industrial Plants

Santa Rosa does not have any large areas of heavy industrial land use and its associated noise pollution. Infrequent complaints have been registered regarding several uses which occasionally generate annoying noises. These include the auto wrecking/scrap metal operations on Frances Avenue. Because of the intermittent nature of these operations, noise contours have not been developed.

SOURCE: Jerald R. Hyde

Land Use Compatibility Standards for Community Noise Environment



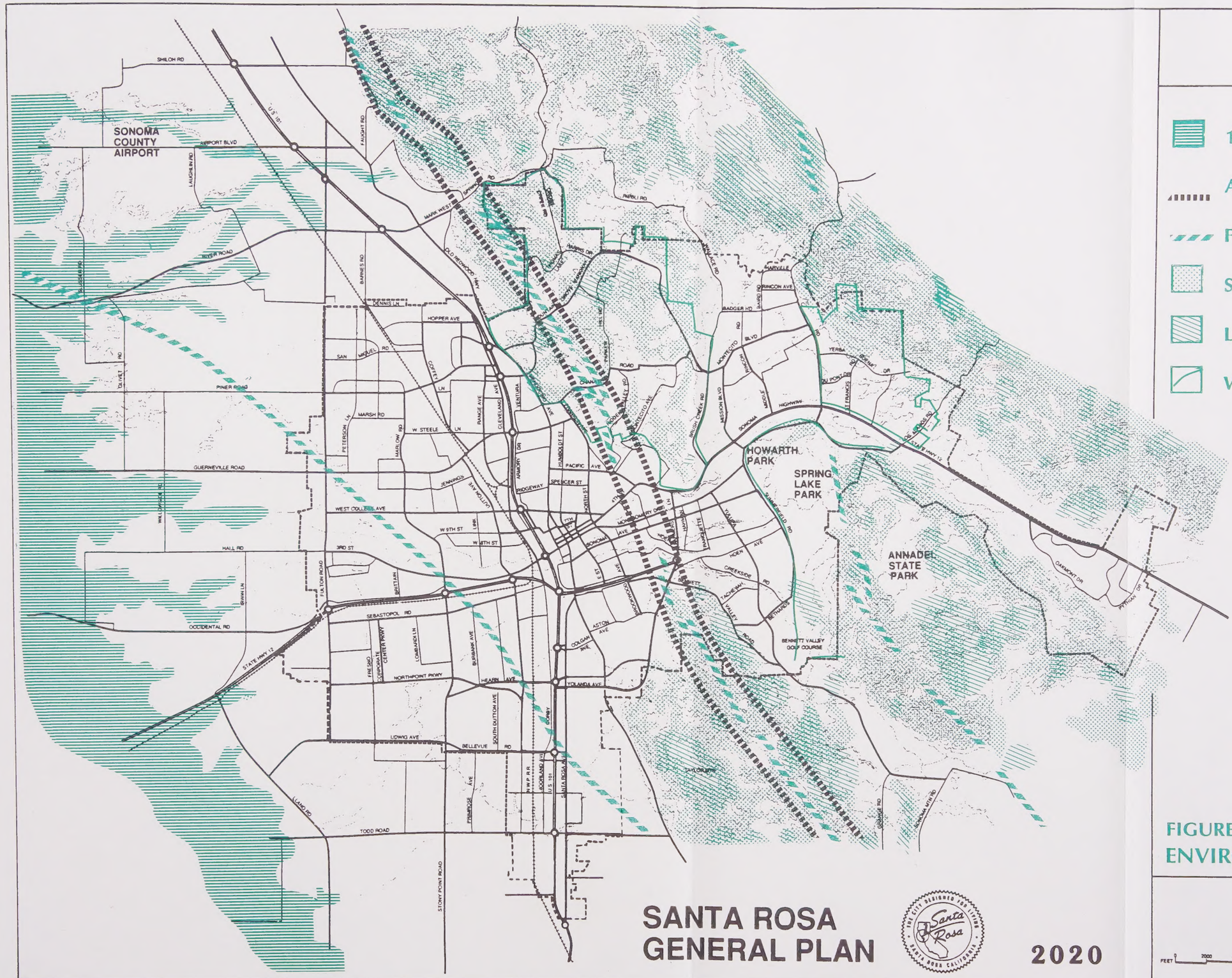
NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE
New construction of development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development clearly should not be undertaken.

Sources: State of California General Plan Guidelines, June 1987.



LEGEND

- 100 Year Flood Zone (FEMA)
- Alquist-Priolo Special Study Zone
- Faults
- Slopes Exceeding 25%
- Landslide
- Wildfire Hazards Area

FIGURE 10
ENVIRONMENTAL HAZARDS

FEET 0 2000 4000

SANTA ROSA GENERAL PLAN

2020

GENERAL PLAN APPENDIX

The General Plan, Vision 2020, is structured with goals and policies for the long range future of the City of Santa Rosa. The vision is established in the goals and the policies indicate sustained efforts which must be applied if the City is to achieve the vision. While the policies must be continuously applied, certain work program efforts are worth noting in the Plan because they have been identified as essential to implementation. These elements are listed below, by relevant General Plan Element, along with the responsible entity and projected completion date. The annual City budget and five year Capital Improvement Program will also further implementation of the General Plan.

LAND USE

1. Modify the small lot subdivision ordinance to include requirements for play spaces for children.
   (Department of Community Development; 1997)

2. Hold a joint meeting of the City and County Planning Commissions annually to discuss land use matters of mutual concern.
   (Planning Commission; Annually, beginning in 1996)

3. Conduct an annual review of the General Plan implementation progress.
   (Planning Commission and City Council; March of each year)

4. Hold annual meetings in each quadrant of the City to receive citizen input on General Plan issues.
   (Planning Commission; Annually, beginning in 1997)

5. Investigate ways to assist in the development of neighborhood centers.
   (Department of Community Development, 1998)

URBAN DESIGN

1. Support a graffiti removal effort, particularly in the downtown area.
   (City Manager; Ongoing)

2. Fund and construct Phase I of the Santa Rosa Creek Master Plan (Prince Greenway)
   (Department of Recreation and Parks; 1997)

3. Select streets for special design treatment.
   (Department of Community Development; 1997)

4. Select areas to serve as orientation points.
   (Department of Community Development; 1998)

HOUSING

1. Prepare the Mobile Home Park Conversion ordinance for adoption.
   (Department of Housing and Redevelopment; 1996)

2. Assist in rehabilitation of 275 substandard units of the next five years.
   (Department of Housing and Redevelopment; 1996-2001)

3. Expend Housing Allocation Plan in lieu fees to produce very low and low income units.
   (Housing Authority; Ongoing)

4. Prepare an ordinance implementing the State Density Bonus Law for adoption.
   (City Attorney, Department of Community Development; 1998)

TRANSPORTATION AND CIRCULATION

1. Institute traffic calming measures on Hoen Avenue between Farmers Lane and Summerfield Road.
   (Department of Public Works; 1998)

2. Implement the first phase of the Santa Rosa Bikeways Master Plan.
   (Department of Parking and Transit; Ongoing)

3. Apply for grant funds to implement Phase 1 of the Bikeways Plan.
   (Department of Parking and Transit, Ongoing)

4. Require new development to dedicate land or construct/install bicycle facilities where a rough proportionality to demand from the project is established.
   (Department of Community Development, Ongoing)

5. Establish a new impact fee to fund bicycle facilities.
   (Department of Community Development, 1996)

6. Adopt programs for specific scenic roadways.
   (Department of Community Development; 1997)

7. Develop rail transportation policies to address JPA opportunities.
   (Department of Community Development, 1997)

PUBLIC SERVICES AND FACILITIES

1. Increase the maximum monthly withdrawal from the Sonoma County Water Agency from 50 MGD to 56.6 MGD.
   (Department of Utilities; 1998)

2. Explore the feasibility of utilizing reclaimed water for use in areas of the City likely to have significant new development.
   (Department of Utilities; 1998)

3. Increase the use of trained citizen volunteers in the area of public safety.
   (Police Department; 1997)

OPEN SPACE AND CONSERVATION

1. Obtain approval of a General Permit for the Santa Rosa Plain from the Corps of Engineers.
   (Department of Community Development; 1998)

GROWTH MANAGEMENT

1. Simplify the provisions of the Growth Management ordinance.
   (Department of Community Development; 1997)

YOUTH AND FAMILY

1. Adopt the Child Care Action Plan
   (City Council; 1996)

COMMUNITY VITALITY

1. Review Home Occupation regulations and suggest changes to accommodate home based businesses.
   (Department of Community Development; 1997)

HISTORIC PRESERVATION

1. Update the survey of historic buildings.
   (Department of Community Development; 1999)

NOISE AND SAFETY

1. Revise seismic safety information to include lessons learned from the Northridge, Loma Prieta and Kobe seismic events.
   (Department of Community Development; 1999)

Community Principles:

All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

As many activities as possible should be located within easy walking distance of transit stops.

A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Businesses within the community should provide a range of job types for the community's residents.

The location and character of the community should be consistent with a larger transit network.

The community should have a center focus that combines commercial, civic, cultural, and recreational uses.

The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encourage through placement and design.

Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

Each community or cluster of communities should have a well defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.

Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.

Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

The community design should help conserve resources and minimize waste.

Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.

The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles:

The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.

Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles:

The general plan should be updated to incorporate the above principles.

Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill, or redevelopment will be allowed to occur.

Prior to any development, a specific plan should be prepared based on the planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.

Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

The General Plan provides a broad range of policy guidance in areas relating to the physical development of the City. From time to time, other documents are prepared by various City boards and commissions to provide a basis for informed and consistent decision making. These policies may supplement, but do not supersede, the General Plan policies. Because these references provide useful additional information to those who may be consulting the General Plan to identify the City's land use objectives, several documents which bear a relationship to land use are listed below. Copies of these documents may be reviewed in the offices of the Department of Community Development.

Natural Waterways Study, February 1969, City of Santa Rosa (not adopted).
This document analyzes the creeks in the Santa Rosa Planning Area and makes recommendations as to their treatment in the developing urban setting.

Design Review Manual, June 1988, City of Santa Rosa
This document sets forth the adopted City policies with regard to architectural and site plan review for use by staff and the Design Review Board.

Subdivision Design Guide, July 1979, The SWA Group
This document provides guidelines for reviewing proposed subdivisions to achieve quality development, variety in subdivision design, and desirable residential neighborhoods.

Santa Rosa Planning Commissioner's Resource Manual, September 1995, City of Santa Rosa
This document provides information on the development application and environmental review processes as pertinent to the City Planning Commission. The Handbook is intended as a guide for new and present Commissioners as well as for the public.

City Council Policy Manual, City of Santa Rosa
This manual contains citywide policies adopted by the Santa Rosa City Council. It includes policy related to General Plan Consistency, General Plan Amendments, and Annexations.

Santa Rosa Zoning Code, City of Santa Rosa
The Zoning Code implements the General Plan by providing zoning districts and land use regulations which guide and control future city development.

Cultural Heritage Survey, April 1990, City of Santa Rosa.
This survey compiles all the historic surveys completed in Santa Rosa to date. The survey includes most of Santa Rosa's significant historic/architectural buildings and provides detailed information about the buildings.

Santa Rosa Bicycle Master Plan, June 1994, Fehr & Peers Associates and the City of Santa Rosa.
This plan collects, in a single place, all of the policies and background information related to bicycles and bikeways. It lays out at a policy and technical level, a system of bikeways and support facilities to meet the needs of Santa Rosa through the year 2010.

DOCUMENTS WHICH ARE SUPERSEDED BY SANTA ROSA 2020

Adoption of the General Plan, Vision 2020: the Santa Rosa General Plan, will cause some previously adopted City documents to be superseded. The following documents will continue to be used but the General Plan will dictate appropriate land uses.

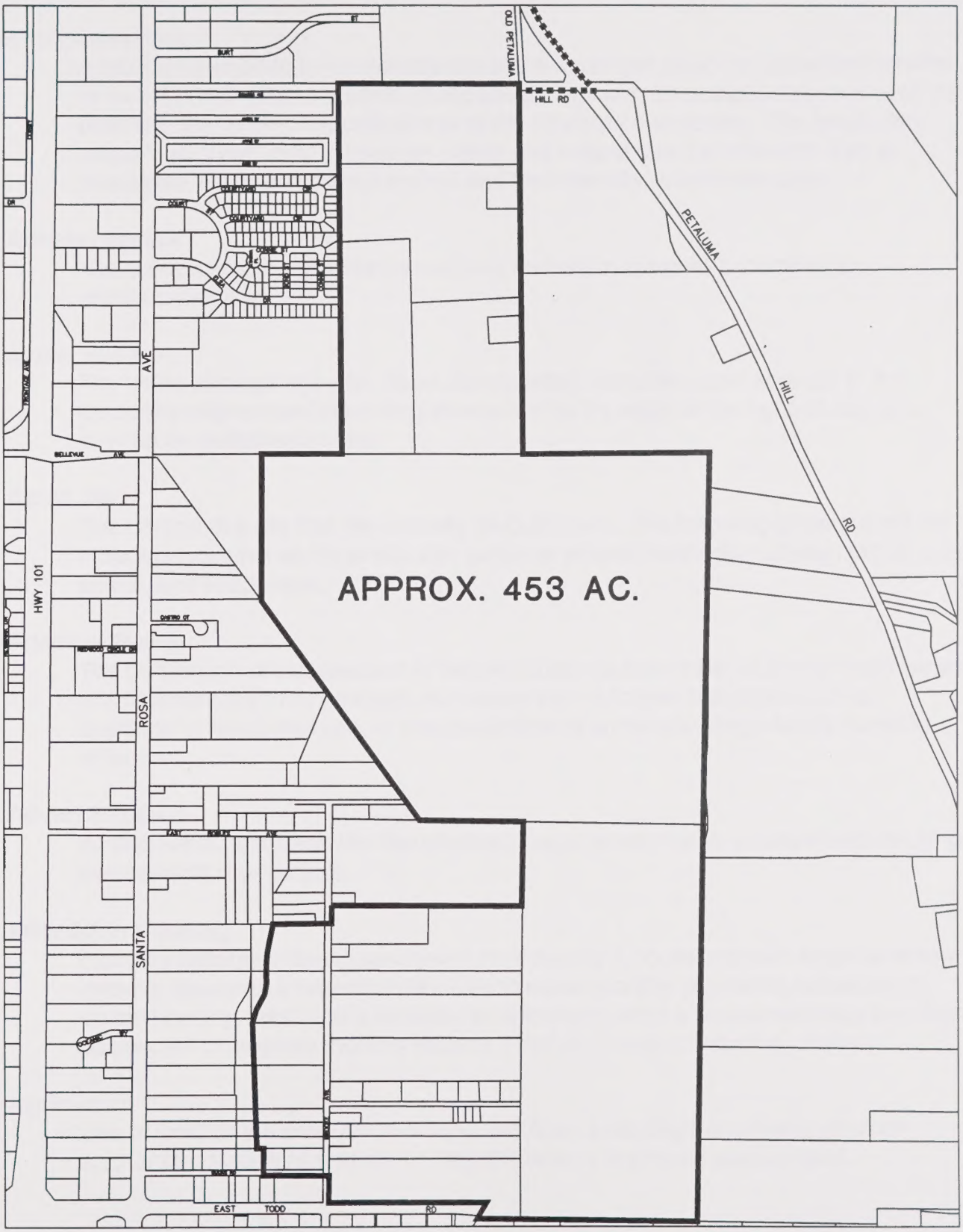
Burbank Gardens Neighborhood Study
Central District Redevelopment Plan
Coddingtown Area Plan
Development Management Plan
Junior College Neighborhood Plan
McDonald Neighborhood Plan
Northern Bennett Valley Neighborhood Study
Railroad Square Plan
South Santa Rosa Specific Plan
Westside Neighborhood Study

KEY GENERAL PLAN IMPLEMENTING ORDINANCES

Listed below is a sampling of ordinances which implement the General Plan.

Tree Ordinance
Subdivision Ordinance
Noise Ordinance
Zoning Ordinance
St. Rose Neighborhood Zoning Ordinance
Railroad Square Zoning Ordinance.

Future Southeast Development Area Boundaries
(NOT TO DEVELOP BEFORE 2010)



Air Pollution
Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use
A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alquist-Priolo Act, Seismic Hazard Zone
A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment
(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone
The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Appropriate
An act, condition, or state that is considered suitable.

Aquifer
An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological
Relating to the material remains of past human life, culture, or activities.

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterials

Streets designed to carry heavy traffic volumes at lower speeds than freeways, typically 30-45 mph. Some arterials have medians to control cross traffic. Separate lanes for left turns and sometimes right turns are provided, and major intersections are signalized. Curb cuts for driveways are located away from intersections and limited to essential access points. Curb parking may not be permitted where no access to adjoining frontages exist or where curb lane capacity is essential for traffic operations. Generally, the frontages of residential uses are avoided along arterials. Arterial streets range from two to six lanes in width.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Below-market-rate (BMR) Housing Unit

(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Bicycle Lane (Class II facility)
A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)
A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility)
A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways
A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight
A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Building
Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height
The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout; Build-out
Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3).")

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA)

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans

California Department of Transportation.

Capital Improvement Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Census

The official decennial enumeration of the population conducted by the federal government.

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

City

City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (*e.g.*, the city bikeway system.)

Clear Zone

That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collectors

Streets designed to move traffic between local streets and the arterial street system, and to handle trips within or between neighborhoods. Collector streets are typically considered local type streets. Residential collector street volumes should not exceed 3,000 vehicles per day. Collectors typically have two lanes, with curb parking allowed, and traffic signals and turning lanes at major intersections. Not all collectors are shown on the General Plan Diagram.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Community Care Facility

A facility, place or building which is maintained and operated to provide non-medical residential care, day care, and home finding services for children, adults, or children and adults, including, but not limited to the physically disabled, mentally impaired, or incompetent persons, developmentally disabled, mentally disordered children and adults, court wards and dependents, neglected or emotionally disturbed children, alcohol or drug-addicted children or adults, battered adults or children, and aged persons. A small community care facitlity serves 6 or fewer persons and is considered a single family residential use. A large community care facility serves 7 to 12 persons.

Community Child Care Agency

A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Separator

Largely open, natural areas with low intensity development between cities and communities in Sonoma County.

Community Shopping Center

A complex of retail and service enterprises anchored by a supermarket and/or a super-drugstore, and serving a local clientele. Restaurants, theatres, and shops offering convenience goods are typical.

Compatible

Capable of existing together without conflict or ill effects.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Core Area

The major downtown commercial center of the community. The Core Area's boundaries are Sonoma Avenue, Brookwood Avenue, College Avenue, and the Northwestern Pacific Railroad tracks.

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (*e.g.*, the county road system).

Creek

Natural or once natural flowing waterway. Some creeks are channelized and used as drainage systems.

Critical Facility

Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA

The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of

Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Developable Acres, Net

The portion of a site that is used for density calculations. Density is based on gross acreage minus existing public or private road rights-of-way. Dedications that would be made as part of the development application are not deducted from the site for purposes of density calculations.

Developable Land

Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee

(See "Impact Fee.")

Disabled

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency Shelter

A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Encourage, v.

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance, v.

To improve existing conditions by increasing the quantity or quality of beneficial uses.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family

(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Freeways

Highways serving regional and intercity travel and not intended to become optimal routes for intra-city trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free-flow speed exceeds 55 mph (miles per hour). Freeways are four to six lanes wide.

General Plan

A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geological

Pertaining to rock or solid matter.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Highway
High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides
Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical
An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Homeless
Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel
A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite.

Household
All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")

Housing and Community Development Department of the State of California (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element
Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and a suitable

living environment for every California family." Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)
A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit
The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Human Scale
Features of such a proportion to allow harmonious interaction between people and their urban surroundings.

Hydrocarbons
A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee
A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation
Actions, procedures, programs, or techniques that carry out policies.

Improvement
The addition of one or more structures or utilities on a parcel of land.

Inclusionary Requirement
Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Industrial
The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development
Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure
Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, parks and roads.

In Lieu Fee
(See "Dedication, In lieu of.")

Intrusive Noise
The noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence.

Issues
Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landmark

Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping

Planting–including trees, shrubs, and ground covers–suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide

A general term for a falling mass of soil or rocks.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification

A system for classifying and designating the appropriate use of properties.

Land Use Element

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

L_{DN}

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighing applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

L_{EQ}

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{EQ} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A
Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
Level of Service B
Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
Level of Service C
Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
Level of Service D
Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
Level of Service E
Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
Level of Service F
Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Local Streets

Local streets are not shown on the General Plan Diagram. They provide access within residential neighborhoods or business districts and deliver traffic to or from the collector and arterial street systems. Where possible, local residential streets should carry no more than 1,000 to 1,200 vehicles per day. Travel distance to a collector or arterial is less than one-half mile. Local streets are two lanes wide and are designed for the relatively low speed of 25 mph, with parking permitted on one or both sides of the street.

Low-income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

Maintain, v.

To keep in an existing state. (See "Preserve, v.")

Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Metropolitan

Of, relating to, or characteristic of a large important city.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v.

To reduce or lessen, but not necessarily to eliminate.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that: (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down, (a) to a permanent foundation on a lot either owned or leased by the homeowner, or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Natural State

The condition existing prior to development.

Need

A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.

Neighborhood

A physical environment recognized by some common, identifying character.

Neighborhood Park

City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Nitrogen Oxide(s)

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Objective

A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone

A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks

Open space lands whose primary purpose is recreation. (See "Community Park" and "Neighborhood Park.")

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Personal Services

Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Planning Area

The Planning Area is the land area addressed by the General Plan. The Planning Area boundary is larger than the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Preserve, v.

To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Protect, v.

To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Quality of Life

A personal measure of satisfaction with one's living environment. Quality of life can be measured by beauty or location of living environment, ease in travelling through an area or city, and cultural and recreational opportunities available.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Redevelop, v.
To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional
Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan
A quantification by a Council of Governments of existing and projected housing need, by household income group, for all localities within a region.

Regional Park
A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation
The repair, preservation, and/or improvement of substandard housing.

Residential
Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family
A single dwelling unit on a building site.

Ridgeline
A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk

The danger or degree of hazard or potential loss.

Scattered Site Policy

The City's policy to disperse lower income units throughout the community and in residential developments to avoid a concentration of lower income units.

Scenic Highway/Scenic Route

A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

Secretary of the Interior's Standards for Rehabilitation

Standards which have been developed by the Secretary of the Interior to guide work undertaken on historic buildings. The standards are used to determine if a rehabilitation qualifies as a certified rehabilitation for tax purposes and have guided Federal agencies in carrying out their historic preservation responsibilities.

Second Unit

A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Seniors
Persons age 62 and older.

Shopping Center
A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should
As used in this General Plan, use of "should" indicates an action which must be taken, unless overriding considerations make this impossible. Divergence from this definition is only at the discretion of the City.

Sign
Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Single-family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO)
A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Site
A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope
Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil
The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions–for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Streets, Major

The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor

Local streets not shown on the Circulation Plan or Diagram, whose primary intended purpose is to provide access within residential neighborhoods or business districts and deliver traffic to or from the collector street system.

Structure

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing

Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial

Considerable in importance, value, degree, or amount.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism

The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Calming

Techniques to slow traffic including physical design modifications such as directive landscaping, narrow streets, traffic islands, speed bumps, innovative traffic enforcement, and other innovative methods.

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage

Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Street

Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC)

State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Boundary

A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Sprawl

Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use Permit

The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Vacant

Lands or buildings that are not actively used for any purpose.

Very Low-income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor

The line of sight-identified as to height, width, and distance-of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Wastewater Irrigation

The process by which wastewater that has undergone tertiary treatment is used to irrigate land.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Zero Lot Line

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Traffic

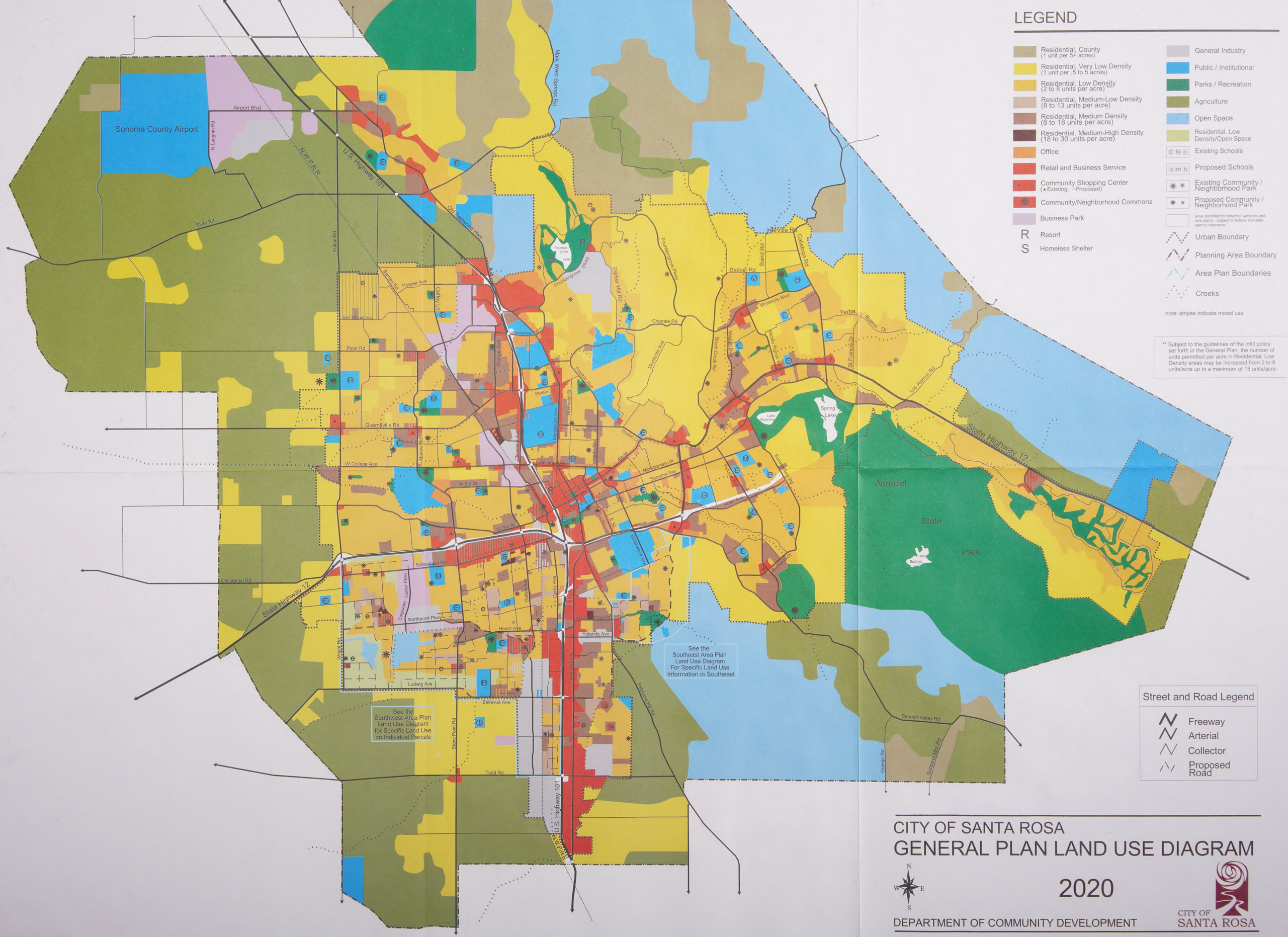
In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.



CITY OF SANTA ROSA

GENERAL PLAN LAND USE DIAGRAM

2020

DEPARTMENT OF COMMUNITY DEVELOPMENT

CITY OF SANTA ROSA

November 23, 1999